BAILEYS PLANNING DISTRICT OVERVIEW

The Baileys Planning District is located in the eastern portion of Fairfax County. It is bounded by Arlington County to the northeast, the City of Alexandria to the southeast, Lincolnia Road and Columbia Pike (Route 244) to the southwest, and Sleepy Hollow Road to the northwest (see Figure 1). The Baileys Planning District is approximately 4,050 acres in size or approximately two percent of the county.

Two community business centers (CBCs) are located in the planning district: Seven Corners and Baileys Crossroads. The Seven Corners CBC is located at the junction of Wilson Boulevard, Arlington Boulevard (Route 50), and Leesburg Pike (Route 7). The Baileys Crossroads CBC is located at the junction of Columbia Pike and Leesburg Pike. Commercial activity has, in large part, located in and around the intersections of these major thoroughfares. The Seven Corners CBC includes a regional shopping center, several community- and neighborhood-serving shopping centers, and strip commercial areas along the major thoroughfares. The Baileys Crossroads CBC also contains several community- and neighborhood-serving shopping centers, as well as Skyline Center, a major residential, retail and office mixed-use development. The areas surrounding these commercial centers are predominantly stable neighborhoods, with a large component of multifamily housing units.

Baileys Crossroads and Seven Corners are older, commercial centers that are showing some signs of deterioration. The adverse effects of age and lack of maintenance are exacerbated by the roadways that fragment the CBCs. The importance of redeveloping and revitalizing the Seven Corners and Baileys Crossroads CBCs as pedestrian-oriented, mixed use centers is reflected in efforts to enhance their viability through commercial revitalization and related actions.

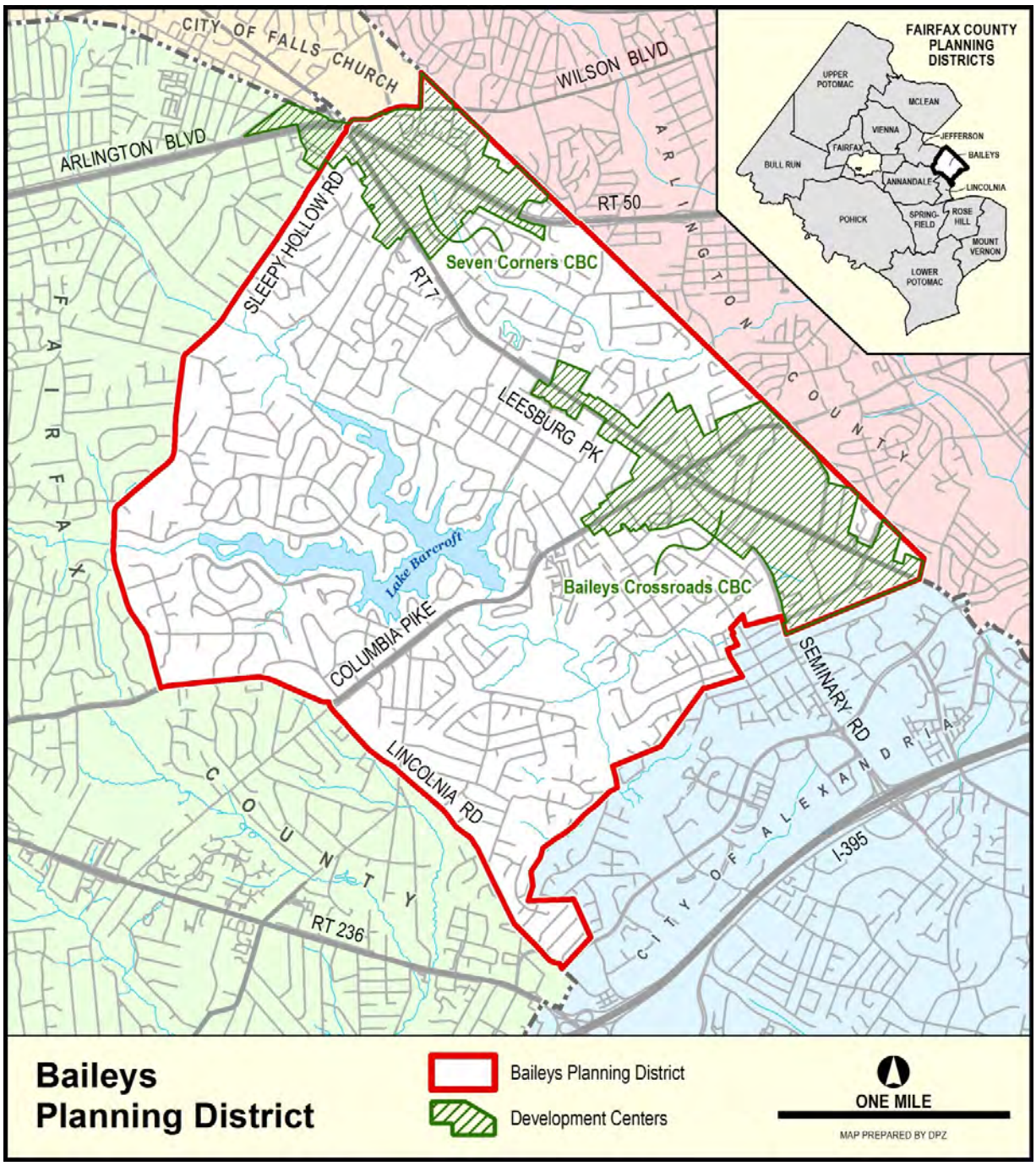
Outside of the CBCs, the Baileys Planning District is predominantly composed of stable single-family residential neighborhoods. Higher density residential areas composed of townhouses, garden apartments, mid- and high-rise apartments and condominiums, are located primarily adjacent to the CBCs, along the major thoroughfares. Nonresidential, institutional uses in the planning district include schools, religious facilities, libraries, and other public facilities.

CONCEPT FOR FUTURE DEVELOPMENT

The planning guidance provided by the Concept for Future Development is one of the principal elements used in formulating Area Plan recommendations. The Concept and its associated land use guidance recommend the predominant use and character envisioned for land areas within each planning district although within the Planning District, there may be land areas planned for a distinctly different land use than that envisioned by the Concept.

The Concept for Future Development envisions that the Baileys Planning District will develop primarily as Suburban Neighborhoods with commercial development focused in the Seven Corners and Baileys Crossroads Community Business Centers.

Most of the District's residential development is in areas recommended as Suburban neighborhood-serving uses, public facilities and institutional uses. Only in exceptional circumstances does this Plan envision the conversion of existing residential areas to Neighborhoods. These areas include a range of housing types, as well as supplemental



BAILEYS PLANNING DISTRICT **FIGURE 1**

commercial or industrial uses. Emphasis should be placed on creating transitions between commercial and low density residential uses as a step down from high to low intensity use. Institutional uses such as churches, schools and parks can serve this function.

Two special development areas are located in the District. These are the Baileys Crossroads Community Business Center and the Seven Corners Community Business Center. Planning in the Baileys Crossroads and Seven Corners Community Business Centers is intended to encourage the revitalization and redevelopment efforts. The vision includes the development of high-quality, mix of pedestrian-oriented uses while simultaneously discouraging uses which detract from that vision.

MAJOR OBJECTIVES

Planning objectives in the Baileys Planning District are the following:

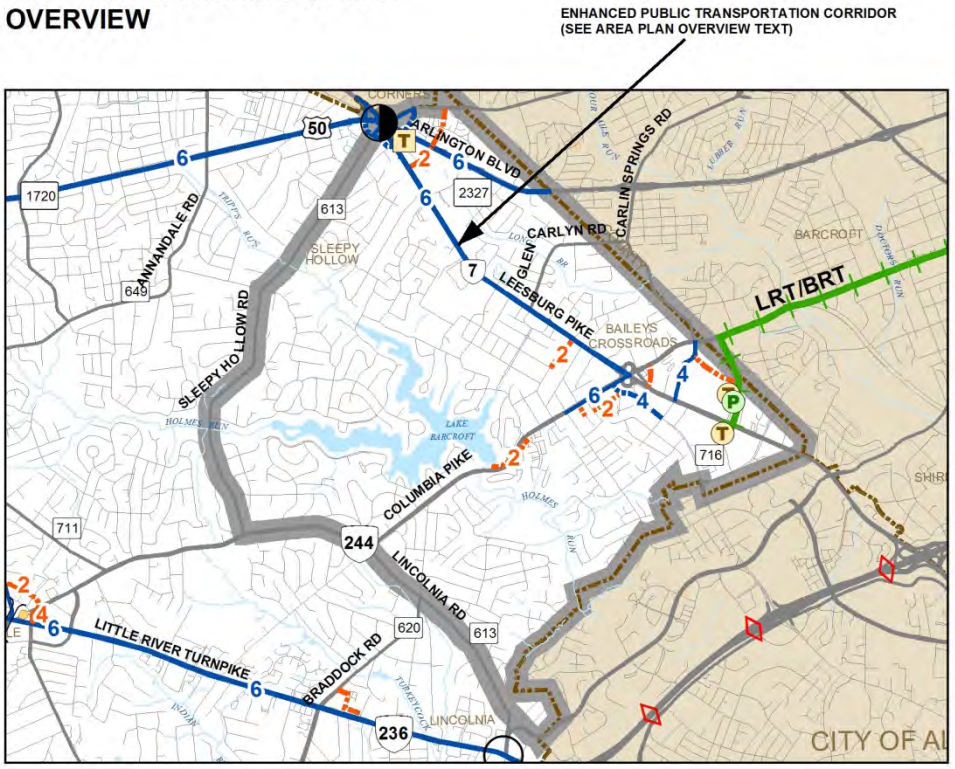
- Preserve stable residential areas through infill development of a character and intensity or density that is compatible with existing residential uses;
- Limit commercial encroachment into residential neighborhoods and establish a clearly defined "edge" between commercial and residential areas;
- Improve the appearance and function of the Baileys Crossroads and Seven Corners Community Business Centers through coordination of land uses, unified signage, consolidation of curb cuts, landscaping treatment and provision of pedestrian-oriented amenities;
- Encourage appropriate revitalization and selected redevelopment of the Baileys Crossroads and Seven Corners CBCs to create a more attractive and functionally efficient mixed use area, representing community focal points and emphasizing pedestrian circulation;
- Encourage pedestrian access to and from retail areas;
- Encourage the creation of additional parks, open space and recreation areas and acquire additional acreage in environmentally sensitive areas as part of the Environmental Quality Corridor program; and
- Identify, preserve and promote awareness of heritage resources through research, survey and community involvement.

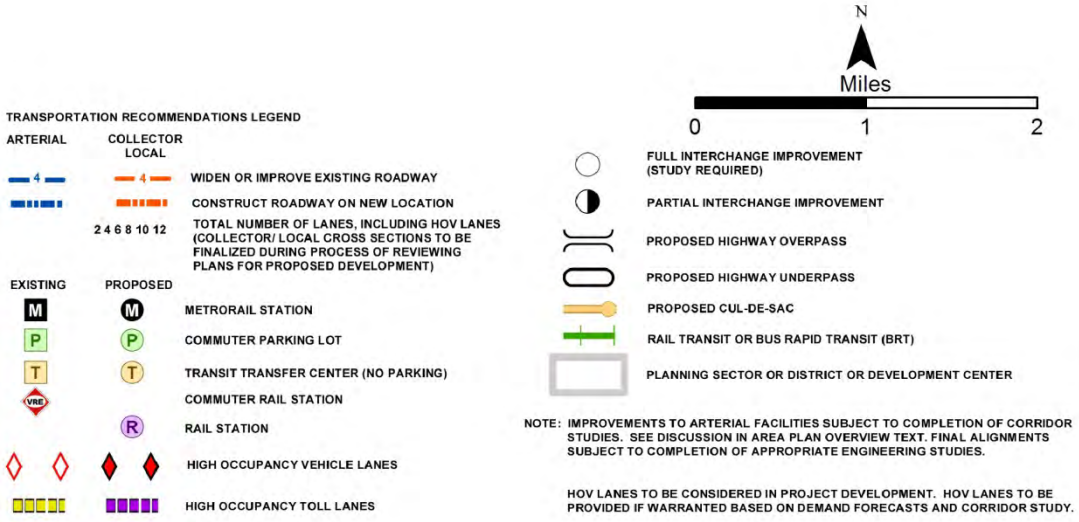
DISTRICT-WIDE RECOMMENDATIONS

Transportation

Travel within and through the Baileys Planning District is affected by land uses and transportation facilities in adjacent districts, as well as throughout the Northern Virginia region. Therefore, the transportation network affecting the District is comprised of several elements, many of which relate to more extensive countywide facilities, services, and policies. The arterial and major collector roadways affecting the District are shown on Figure 2. Other countywide transportation elements are also depicted.

BAILEYS PLANNING DISTRICT OVERVIEW





COUNTYWIDE TRANSPORTATION RECOMMENDATIONS **FIGURE 2**
BAILEYS PLANNING DISTRICT
(SEE SECTOR MAPS FOR DETAILED TRANSPORTATION RECOMMENDATIONS)

The primary arterial Leesburg Pike between Seven Corners and Baileys Crossroads should be widened in general conformance with the right-of-way and design features of the VDOT project. This widening may eliminate portions of existing service drives. In areas where a continuous right turn lane is provided in addition to the six through lanes, in general conformance with the right-of-way and design features of the adopted VDOT Route 7 project plans, the continuous right turn lane may be an appropriate alternative to a service drive. Where there is no service drive, consolidation of entrances and provision for interparcel access through travelways should be provided.

Within the discussion for each sector of the planning district, a sector map depicting the Transportation Plan recommendations in that sector is provided. More detail is provided on these sector maps than on the planning district map. The additional detail may relate to more local transportation issues that are difficult to present at the planning district scale. In some cases, such as interchange areas, a portion of the sector map has been enlarged so that the transportation recommendations are clearly identified. These enlargements of the sectors may also include guidance regarding the provision of access to selected land areas.

Housing

A list of existing, under construction, and proposed assisted housing for the Baileys Planning District is shown in Figure 3. This list includes housing developments which, to the county's knowledge, have received some type of housing assistance as defined below, but it should not be considered all inclusive.

Assisted housing includes programs which limit the amount of rent and the eligibility of occupants based on income as a condition for the provision of financial assistance from federal, state or local sources. Some programs have time limits, and those units would no longer be considered "assisted" after income eligibility and rent limitations have been removed. The programs listed below are included as "assisted housing." Most programs provide assistance to privately owned housing developments. In some cases, multiple sources of financing may be used. The primary program and type of ownership is listed in the figure.

- Housing units owned or managed by the Fairfax County Redevelopment and Housing Authority (FCRHA) and operated by the Department of Housing and Community Development under the Federal Public Housing program or the local Fairfax County Rental Program;

- Housing units owned by the FCRHA and leased to the Fairfax-Falls Church Community Services Board for use as group homes or to nonprofit groups for emergency housing;

- Federal Section 8 project based rental subsidy units, which are usually privately owned;

- Units subsidized under federal mortgage subsidy programs including Section 202 (Elderly), Section 811 (Disabled), Section 221(d)(3), Section 235 or Section 236. These units may be publicly owned but most are owned by private or nonprofit entities;

- Developments which were financed with FCRHA bonds where a portion of the units must have reduced rents for tenants who meet income eligibility requirements;

FIGURE 3
BAILEYS PLANNING DISTRICT
ASSISTED HOUSING
(Occupied or Under Construction, as of October 2004)

Location	Planning Sector	Number of Assisted Units	Type of Ownership And Program
Rental Projects			
Cambridge Commons (Willston Gardens Apts.) Peyton Randolph Drive	B1	305	Private/Tax Credit/VHDA Financing –Rehab.
Elmwood House N. Madison St.	B1	50	Private/Section 202/8 (Elderly)
Lockwood House N. Madison St.	B1	100	Private/Section 202/8 (Elderly)
Seven Corners Apartments Patrick Henry Drive	B1	61*	Private/Section 8/ FCRHA Bond Financing
Villages at Falls Church Wilson Boulevard	B1	36*	Public Housing
Greenwood Apartments Patrick Henry Drive	B2	138	Public Housing
Rosedale Manor Spring Lane	B2	97	Public Housing
Grand View Carlin Springs Road and Columbia Pike	B3	65	Private/FCRHA Bond Financing
Oakview Gardens Oakview Gardens Drive	B4	323	Private/Section 8
Parkwood Apartments Glen Carlyn Drive and Knollwood Drive	B5	220	Private/Tax Credit/VHDA Financing – Rehab.
Homeownership		2*	MIDS, First Time Home Buyers, or Affordable Dwelling Units

*Scattered Units

- Tax Credit/VHDA financed projects with Low Income Housing Tax Credits and/or Virginia Housing Development Authority (VHDA) financing which establishes income eligibility requirements, many of which are privately owned;

- Nonprofit rental units and group homes serving nine or more individuals and owned by private entities, which were assisted with loans or grants from the Community Development Block Grant (CDBG), Section 108 loans, Home Investment Partnerships Program (HOME), or Fairfax County Housing Trust Fund;

- Moderate Income Direct Sales (MIDS) program units which are for sale to income-eligible, first time home buyers with financial assistance provided in return for control of the re-sale price of the home; and

- Affordable Dwelling Units (ADU) for sale or for rent to serve households with incomes up to 70% of Metropolitan Statistical Area (MSA) median income and which are required to be included in certain housing developments of 50 or more units pursuant to Article 2, Part 8 of the Fairfax County Zoning Ordinance. In some instances, units created under the ADU Program may be owned by the FCRHA or a nonprofit organization; if so, they would be considered in one of the other categories above.

In many cases the assisted units represent only a portion of a larger development. Only the number of assisted units is included on the figure. Also, the housing listed as part of the Section 8 program is only that where the Section 8 rent subsidy is tied to specific housing units (project based). Housing where eligible tenants are receiving assistance through the Section 8 Housing Choice Voucher Rental program or where the subsidy transfers with the tenant is not listed since the units change continuously as tenants move. Countywide, at the end of 2002, over 3,200 families living in Fairfax County were assisted with tenant-based vouchers. Finally, for some proposed developments where a zoning proffer requires the provision of low and/or moderate income housing, but no specific program (such as MIDS) is identified in the proffer, the type of program is listed as Unknown.

Environment

The Baileys Planning District typifies the environmental constraints and opportunities of older developed portions of Fairfax County. Environmental policies for Baileys should focus on reclamation and improvement of environmentally sensitive lands.

Older, developed portions of the county often have fair to poor surface water quality. This is due primarily to nonpoint source pollution in the form of runoff which contains high levels of fertilizers, pesticides, sediment and hydrocarbons. Older suburban areas such as Baileys do not have the benefit of state-of-the-art water quality control practices. Therefore, they are a particular challenge in the county's efforts to improve surface water quality and meet the spirit of the Chesapeake Bay Act.

The predominant natural resource in the Baileys District is Lake Barcroft and the associated stream valleys of Holmes Run and Tripps Run. The lake is an important source of private recreation. The Lake Barcroft Watershed Improvement District has been instrumental in implementing many initiatives throughout the area to improve water quality and promote this resource.

Headwaters for Turkeycock Run occur in the southern section of Baileys. As in other developed portions of the county, the opportunity exists to extend the Environmental Quality Corridor (EQC) system.

Heritage Resources

The Baileys Planning District contains both known and potential heritage resources. A list of those heritage resources included in Fairfax County's Inventory of Historic Sites is shown on Figure 4, and a map of those resources is shown on Figure 5. The Inventory is open-ended and continues to grow. For information about these and other historic sites, consult the Fairfax County Department of Planning and Zoning. Identified heritage resources include:

- D.C. Boundary Stones, S.W. Lines #6 through #8 – These sandstone markers were erected in 1791 and placed at one mile intervals to designate the original boundaries of the District of Columbia.

- Lake Barcroft Dam – This structure is an example of early rural electrification and a symbol of the suburban growth of Annandale after World War II.

There is potential for significant heritage resources associated with Lincoln's 1861 Grand Review of the Army of the Potomac, which took place in the Baileys Planning District. Circus pioneer Hachaliah Bailey, Baileys Crossroads namesake, owned over 500 acres along the Leesburg Pike corridor.

An 1890 survey identified prehistoric soapstone quarries in the vicinity of present-day Lake Barcroft, and there is potential for remnant prehistoric stone quarries in the upland areas. Additional historic period resources may yet exist in remaining open spaces and within stable residential communities.

Other heritage resources including those protected by Historic Overlay Districts, or listed in the National or Virginia Landmarks Register, may be identified in the text and recommendations section.

The Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register, the National Register of Historic Places, and the county's Historic Overlay Districts promote the recognition of sites with historic, architectural and archaeological significance. Designation confers public recognition and can offer incentives for preservation to the property owner.

The county Inventory of Historic Sites includes properties which meet certain eligibility criteria and are officially designated by the county's History Commission. In addition to historic, architectural or archaeological significance, property that serves as a focus of community identity and pride may also be recognized. The benefits of designation include public recognition of the structure's significance and enhanced support for preservation. Owners of properties included in the Inventory may meet with the county's Architectural Review Board on a voluntary basis to review proposed changes to their properties. Project review and approval by the county's Architectural Review Board may be required in accordance with the guidance provided by the Policy Plan under Land Use Appendix 9 Residential Development Criteria 8 Heritage Resources.

FIGURE 4
INVENTORY OF HISTORIC SITES
BAILEYS PLANNING DISTRICT
(Inventory as of 2015)

Name	Location	Planning Sector	Parcel Number	Date
Barcroft Mill Ruins*	Lakeside Plaza Condos Columbia Pike, Falls Church	B4	South of 61-4((35))	1810-1812
Clark House	6332 Barcroft Mews Drive Falls Church	B4	61-3((19))A	c. 1902; moved 1990
D.C. Boundary Stone E, S. W. Line #6 N, V	S. Jefferson Street Falls Church	B2	62-1 ((1))	1791; moved 1965
D.C. Boundary Stone F, S. W. Line #7 N, V	3101 South Manchester Street Falls Church	B1	51-4((13)) (3)	1791
D.C. Boundary Stone G, S. W. Line #8 N, V	2965 Patrick Henry Drive Falls Church	B2	51-3((18))D, D1	1791
Lake Barcroft Dam	6200 Columbia Pike Falls Church	B5	61-4((1))165	1915
Summers Cemetery	Adjacent to 6250 Lincolnia Road, Alexandria	B4	72-2((7))15A	c. 1790

* indicates demolition: potential remains for archaeological site.
N National Register of Historic Places
V Virginia Landmarks Register
H Historic Overlay District

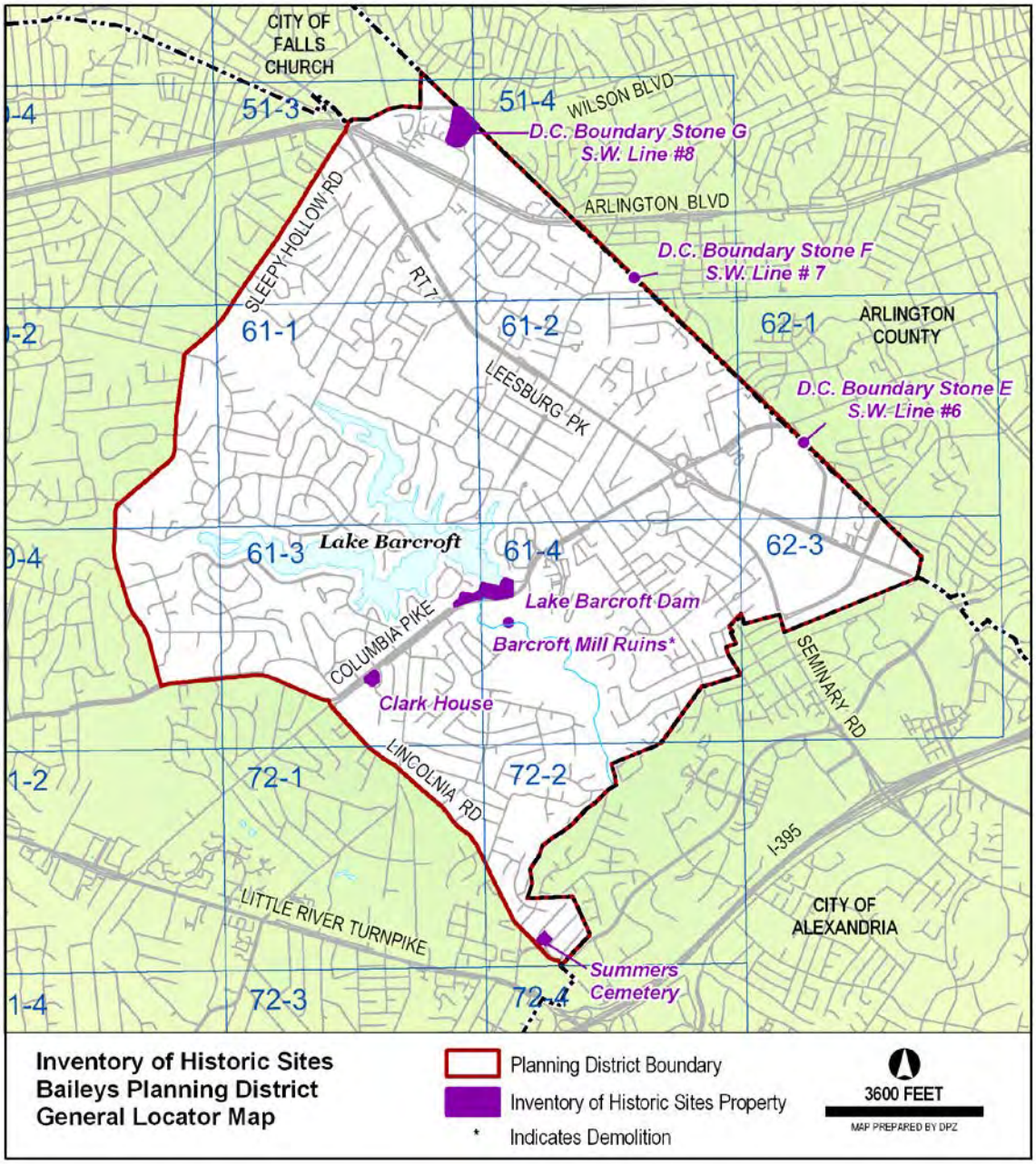

CITY OF FALLS CHURCH
51-3
51-4
WILSON BLVD
D.C. Boundary Stone G
S.W. Line #8
ARLINGTON BLVD
SLEEPY HOLLOW RD
RT 7
D.C. Boundary Stone F
S.W. Line # 7
61-1
61-2
62-1
ARLINGTON COUNTY
LEESBURG PK
D.C. Boundary Stone E
S.W. Line #6
61-3
Lake Barcroft
61-4
62-3
Lake Barcroft Dam
Barcroft Mill Ruins*
COLUMBIA PIKE
SEMINARY RD
Clark House
LINCOLNIA RD
72-1
72-2
I-395
CITY OF ALEXANDRIA
LITTLE RIVER TURNPIKE
Summers Cemetery
72-3
72-4
Inventory of Historic Sites
Baileys Planning District
General Locator Map
Planning District Boundary
Inventory of Historic Sites Property
* Indicates Demolition
3600 FEET
MAP PREPARED BY DPZ

FIGURE 5

The Virginia Landmarks Register and the National Register of Historic Places also officially recognize properties meeting specific criteria. Like the county Inventory, benefits of designation include public recognition and enhanced support for preservation. In addition, projects that are funded or sanctioned by federal government agencies may require review to determine if they will have any effect on properties listed in or eligible for listing in the National Register for Historic Places. Alternatives must be explored to avoid or reduce harm to the historic properties.

The county's Historic Overlay District is a zoning tool used to regulate proposed new construction and changes to existing structures in areas containing heritage resources to ensure compatibility with the resources. Site design, facades, demolition, and building materials must be reviewed and approved by the county's Architectural Review Board.

In those areas where significant heritage resources have been recorded, an effort should be made to preserve them for the benefit of present and future generations. If preservation is not feasible then the threatened resources should be thoroughly recorded and, in the case of archaeological resources, the data recovered in accordance with countywide policies.

Prior to any zoning action, heritage resource staff from the Department of Planning and Zoning should be consulted as to what architectural surveys are necessary to document any on-site cultural resources. Staff from the Cultural Resource Management and Protection Branch of the Park Authority should be consulted to develop a scope of work for any on-site archaeological surveys prior to any development or ground disturbing activity. Should architectural or archaeological resources be discovered that are potentially eligible for inclusion in the National Register, further survey and testing should occur to evaluate these resources as to their eligibility. If such resources are found to be eligible, mitigation measures should be developed that may include avoidance, documentation, data recovery excavation and interpretation.

Public Facilities

Existing public facilities located within the Baileys Planning District are included on Figure 6. Major expansions of existing facilities (with the exception of federal or state facilities) or uses of land that are distinctly different than the use of the public facility must be considered by the Planning Commission through provisions outlined in Section 15.2-2232 of the *Code of Virginia*. For these existing facilities minor expansions which are in keeping with the character of the facility may be considered in conformance with the Plan.

A number of public facilities have been identified as future needs in this Planning District. These facilities are included for informational purposes and in most cases will require a 2232 Review public hearing before the county Planning Commission prior to being established. Those facilities for which a specific location for future construction has been identified are also listed in the sector plans and may be considered a feature of the Comprehensive Plan upon review of the Planning Director and concurrence by the Planning Commission. If such a feature shown determination is made, these projects will not require a future 2232 Review. The following public facilities are identified as future needs in the Baileys Planning District:

1. Provide a Human Services Center to include the District Public Health Office, Department of Family Services office and Office for Children Training Satellite Office.

2. Provide a halfway house for adults who have successfully completed a substance abuse program.

FIGURE 6
BAILEYS PLANNING DISTRICT
EXISTING PUBLIC FACILITIES

	Schools	Libraries	Public Safety	Human Services	Public Utilities	Other Public Facilities
B1				Willston Instructional Center		
B2	Glen Forest Elementary			Shelter House (Falls Church)	Fairfax Water Storage and Pumping	
B3						
B4	Parklawn Elem., Glasgow Middle		Baileys Fire Station Co. 10	Baileys Community Center, Baileys Senior Center , Baileys Health Center (Health Dept. Primary Care), Baileys Homeless Center, Higher Horizons Day Care		
B5	Sleepy Hollow, Baileys, Baileys Upper, Belvedere Elementary J.E.B. Stuart H.S.	Woodrow Wilson Community	Seven Corners Fire Station Co. 28		4 Sewage Pumping Stations	

* Federal and state facilities are not subject to the 2232 review process

FIGURE 7
BAILEYS PLANNING DISTRICT
EXISTING PUBLIC PARKS
(As of 10/10/94)

	NEIGHBORHOOD	COMMUNITY	DISTRICT	COUNTYWIDE	REGIONAL
B1					Upton Hill
B2	Munson Hill Spring Lane				
B3					
B4	Barcroft Mews Glasgow Glen Hills Heywood Glen Parklawn	Dowden Terrace Lillian Carey		Holmes Run Stream Valley Summers Cemetery	
B5	Baileys Belvedere	J.E.B. Stuart		Holmes Run Stream Valley	

3. Provide infrastructure revitalization to the Woodrow Wilson Community Library.

4. Renovate and expand the Willston Pumping Station in Sector B2.

5. Provide additional school facilities to include a new elementary school, middle school capacity enhancements, and high school capacity enhancements.

Parks and Recreation

Public parks located within the Baileys Planning District are listed on Figure 7. Additional recreational facilities are provided at public school sites. The Baileys Planning District contains fifteen public parks, of which nine are Neighborhood Parks each under ten acres in size. One is a historic property currently unavailable for public use and another is a cemetery. Based on size and service area, three qualify as Community Parks. The largest park in the district is Upton Hill Regional Park, which contains a swimming pool complex, miniature golf course, batting cage and passive uses.

Although the Holmes Run Stream Valley provides an oasis of wilderness amidst urbanized surroundings, there is a notable lack of publicly accessible open space and recreational opportunities throughout the remainder of the area, particularly in high density residential areas in the Baileys Crossroads and Seven Corners areas. With a total of only five athletic fields in the entire district, there is a shortage of active recreation facilities to serve the district's population. Moreover, there are no Community Parks located north of Leesburg Pike. Private recreation opportunities are available at Lake Barcroft, Skyline Fitness Center and several local swim clubs, but these serve a limited population.

Because 90 percent of the land area in the district is developed, and includes a large component of retail and commercial uses, it will be essential to create additional park and recreation opportunities when redevelopment occurs. Redevelopment and commercial revitalization will offer the opportunity to provide urban park amenities and to encourage pedestrian-oriented activities in the commercial areas. Creative and non-traditional approaches for providing neighborhood and community park facilities in conjunction with both residential and commercial development should be explored. For example, development of playing fields and passive recreation facilities within neighborhood and community-serving retail areas could provide a desirable focus for culturally diverse social activities. Opportunities to acquire additional land adjacent to schools and other public facilities should also be pursued to gain maximum community use and benefit of these sites.

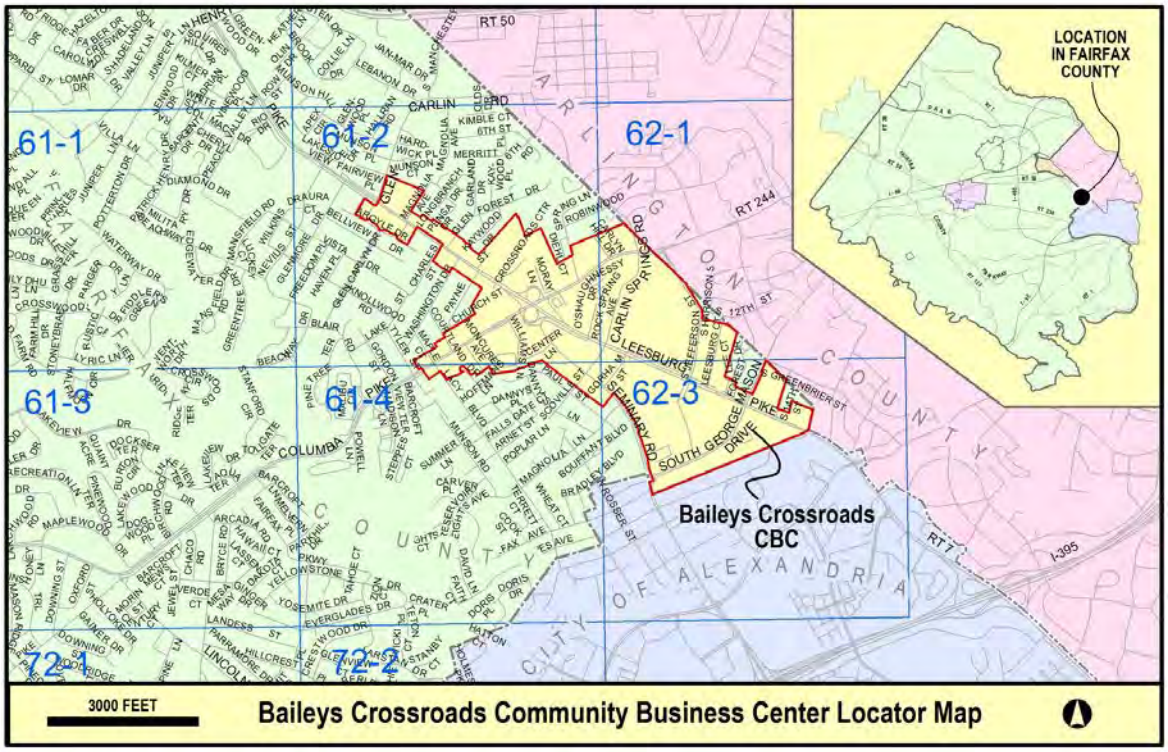
Public access trail easements are needed in a few places to complete development of the Holmes Run Stream Valley trail. Improved access points to the Environmental Quality Corridor below the Barcroft Dam are needed to prevent damage to the steep slopes and uncommon vegetative species that exist in the area.

BAILEYS CROSSROADS COMMUNITY BUSINESS CENTER

The Plan for the Baileys Crossroads Community Business Center (CBC) consists of a discussion of the area's location and recommendations for future development. These recommendations include a vision for the area, described in the Concept for Future Development for the CBC; Area-wide Recommendations for the entire CBC; and specific guidance for each of the districts and land units that comprise the CBC.

LOCATION

The Baileys Crossroads CBC is located in the Baileys Planning District at the eastern edge of Fairfax County, with Arlington County to the east and the City of Alexandria to the south. The CBC encompasses approximately 530 acres of land surrounding the interchange of Leesburg Pike (Route 7) and Columbia Pike (Route 244). Because of its strategic location at the interchange of Leesburg and Columbia Pikes, two of the primary commercial and commuter corridors of Fairfax County, the CBC is seen as a gateway to Fairfax County from both Arlington County and the City of Alexandria. The CBC is also located near stable residential neighborhoods in Fairfax and Arlington Counties and the City of Alexandria. Map 1 shows the Baileys Crossroads CBC Locator Map.



MAP 1

CHARACTER

The Baileys Crossroads CBC is characterized by neighborhood and community-serving shopping centers and a variety of freestanding retail and office structures and light-industrial uses. A number of residential neighborhoods, with housing types ranging from single-family detached to high-rise multifamily units, are found contiguous to and within the CBC. These include the 100-acre Skyline Center, a complex of high-rise residential and office towers along with a retail center. The Skyline development is a dominant feature of the area.

The demographic and economic characteristics of the Baileys Crossroads CBC are very diverse, not only with regard to ethnicity but also in terms of other demographic characteristics such as income level, age range, and lifestyle. This diversity is reflected in the area's mixture of retail and service establishments that cater to different segments of the surrounding communities as well as the region.

The high rise development of Skyline Center and the interchange at Leesburg Pike and Columbia Pike serve as visual landmarks within the area. The Baileys CBC has developed largely as a concentration of strip-commercial development and multiple shopping centers without a strong sense of community identity. There is an absence of pedestrian scale within the area's public realm. The existing land uses are widely separated from each other, structured to accommodate vehicular rather than pedestrian access and connectivity.

PLANNING HISTORY

During the 1980s, the Fairfax County Board of Supervisors designated the Baileys Crossroads area as the Baileys Crossroads Central Business District (CBD) in the Fairfax County Comprehensive Plan and as a revitalization area. This designation as a revitalization area was intended to support and encourage a comprehensive program of economic revitalization, preserve neighborhood-serving retail uses, and protect stable residential neighborhoods from commercial encroachment associated with redevelopment. In 1990, the county's Policy Plan introduced the concept of "Community Business Centers," and classified Baileys Crossroads as a Community Business Center (rather than Central Business District) to provide for more focused redevelopment and revitalization guidance in the Comprehensive Plan.

In 1998, the Fairfax County Board of Supervisors created the Baileys Crossroads/Seven Corners Community Revitalization District (CRD) within the Fairfax County Zoning Ordinance. This designation within the county's Zoning Ordinance is a special category which is intended to encourage revitalization activities by providing greater flexibility in ordinance requirements.

Over the years, the Baileys Crossroads CBC has been the subject of several studies designed to support and promote revitalization. These studies include:

1. *Baileys Crossroads Streetscape Revitalization, 1995* - for the Fairfax County Department of Public Works, included a streetscape design plan, or "Boulevard Concept," for the Baileys Crossroads CBC. This plan was intended to achieve visual continuity in the area along Leesburg and Columbia Pikes.

2. *Perspective Plan, 1992 and updated 1995* – Based on the above concept, this plan included first-stage streetscape and right-of-way improvements.

3. *Commercial Redevelopment Plan: Baileys Crossroads and Seven Corners Revitalization Areas, 1997*- for Department of Housing and Community Development included market analyses as well as urban design, transportation, and redevelopment recommendations for the Board-designated Baileys Crossroads/Seven Corners Revitalization Area which includes the Baileys Crossroads CBC. The consultant's findings and recommendations were developed with input from a citizen focus group appointed by the Mason District Supervisor to represent Baileys Crossroads residents, civic associations, the business community, and local property owners.

4. *Baileys Crossroads Revitalization, Focus Group Findings, 2005* - for the Fairfax County Department of Housing and Community Development summarized findings of eight focus groups to identify the community's values and desired visions for the future of the Southeast Quadrant of the Baileys Crossroads CBC.

5. *Baileys Crossroads Revitalization, Design Charrette, 2006* - for the Fairfax County Department of Housing and Community Development built on the focus group findings above to gather specific ideas on how community values and visions should be implemented in economic revitalization of the Southeast Quadrant of the Baileys Crossroads CBC.

6. *Southeast Quadrant of the Baileys Crossroads Commercial Revitalization District Implementation Strategies and Revitalization Opportunities, 2005* - for the Fairfax County Department of Housing and Community Development to build upon the existing work of the county's Revitalization Program for the Southeast Quadrant by providing a market-sensitive and implementable revitalization plan that involved active participation from local property/business owners, the Baileys Crossroads Revitalization Corporation (BCRC) and other stakeholders.

7. *Baileys Crossroads CBC Planning Study* - In 2006, as part of the 2005-2006 South County Area Plan Review (APR) process, the Planning Commission deferred some nominations for proposed Comprehensive Plan changes in the Baileys Crossroads CBC until a comprehensive evaluation of the CBC was completed.

Stemming from the APR deferrals, the county requested Urban Land Institute's (ULI) Advisory Services to evaluate strategies for revitalization of the Baileys Crossroads CBC. A ULI Advisory Services panel completed a report, entitled *Baileys Crossroads Virginia – Moving from Suburban to Urban*, published in December 2006. The report established a more urban framework for the Baileys Crossroads CBC, including cohesive and walkable mixed-use development compatible with the adjacent residential areas, coordinated land uses that would create niches for redevelopment, and a strong network of pedestrian and transit connections.

Subsequently, the Baileys Crossroads CBC Planning study evaluated and refined the concepts and strategies developed by the Urban Land Institute (ULI) Advisory Services Panel Report and developed a concept for a portion of the Baileys Crossroads CBC on the north and south sides of Leesburg Pike and the east side of Columbia Pike. Many of the recommendations from the study and the proposed concept were included in a Plan amendment in 2010 and have been considered as basis for the Baileys Crossroads CBC Plan text.

CONCEPT FOR FUTURE DEVELOPMENT

In the future, the Baileys Crossroads CBC will become one of the county's CBCs to be served by initiatives that will enhance transit services, with the introduction of a new streetcar route through the Pike Transit Initiative. The streetcar route is proposed to run along Columbia Pike from Pentagon City in Arlington County to the Skyline Complex in the Baileys Crossroads CBC. At present, two transit stops are proposed for the Baileys Crossroads CBC – one along South Jefferson Street north of Leesburg Pike and one within the Skyline Center complex.

The Community Business Center designation implies the retention, redevelopment, and revitalization of community-serving retail uses. The concept for future development envisions, in addition to the retail uses, a pedestrian-oriented, mixed-use development with a pedestrian scale and urban character that will complement the adjacent residential areas and promote transit usage.

The vision for Baileys Crossroads CBC is that of an attractive, diverse and vibrant area for living, working, shopping and relaxing with a compact, pedestrian and bicycle-friendly, mixed-use area, containing medium to high density residential uses for a range of income levels, and office, retail and recreational/cultural uses that are compatible with the surrounding neighborhoods.

The future Baileys Crossroads CBC will promote multi-modal usage by providing convenient access points for transit, bus and bicycle users so that the people from all over the region can either drive, bike, or take transit to the Baileys Crossroads CBC. The densest development will be focused near the transit stops to promote transit usage and create vibrant mixed-use centers at these locations. The vision also includes an enhanced public realm that will create a sense of place via a fine-grained network of streets and open spaces that connect people to both active and passive opportunities (walking, playing games, and enjoying the outdoors); recreational and civic uses (centers for the arts and civic amenities); and inviting places to eat, shop, stroll and spend time.

Figures 8 and 9 illustrate the transformation of the existing uses into a more walkable and mixed-use environment. Figure 8 compares an existing streetscape to a conceptual illustration of the streetscape recommended under the future vision and Figure 9 compares an existing shopping center and a conceptual illustration of the shopping center redeveloping as a mixed-use development.

GUIDING PLANNING PRINCIPLES

The specific guiding principles that provide an overall framework for achieving this vision for the Baileys Crossroads CBC include:

1. Encourage redevelopment to create a more vibrant mixed-use center that will provide a transit and pedestrian-oriented urban design framework.

2. Encourage a balance of land uses to include residential, office, hotel, retail and civic uses that provide a viable live/work/shop/play environment that extends beyond the work day.

3. Locate the most intense, highest density of development within a quarter mile of the proposed street car transit stops and create a safe, convenient, and walkable environment in the vicinity of the transit stops.

FIGURE 8 – STREETSCAPE

EXISTING STREETSCAPE

CONCEPTUAL ILLUSTRATION OF THE FUTURE VISION

FIGURE 9 - MIXED-USE DEVELOPMENT

EXISTING SHOPPING CENTER

CONCEPTUAL ILLUSTRATION OF THE FUTURE VISION
FOR A MIXED-USE DEVELOPMENT

4. Improve connectivity in the area by supporting the creation of a unified theme and appearance for the area. The identity should develop a sense of place and reflect the character of the area through design consistency.

5. Encourage the provision of community-serving civic uses – such as an arts center, a community recreation space, and a variety of conveniently-located open space opportunities throughout the Baileys Crossroads area. The open spaces should be connected and range from passive greenways and boulevards for strolling, to passive parks for sitting and enjoying nature, to active parks for team sport functions that can serve both local and areawide communities.

6. Encourage the development of a range of residential unit sizes and types in order to encourage affordable housing throughout the Baileys Crossroads CBC; retain the population diversity currently existing in the area; and create a lively, town center environment with viable live/work options.

7. Retain compatible transitions at the edges to adjacent neighborhoods through a combination of appropriate use, intensity, scale and/or building heights and stepping back the intensity of development adjacent to these areas.

8. Provide effective screening with landscaping, screening walls etc. to screen and buffer incompatible uses and provide a transition to adjacent uses.

9. Encourage high-quality development with regard to site design, building design, streetscape, landscaping, materials, and open space amenities.

10. Promote a multi-modal transportation system by developing a hierarchy of streets that are connected and incorporate context sensitive design principles and elements of complete streets in order to provide multiple options for pedestrians, transit, cars and bikes to safely access destinations within and outside the Baileys Crossroads CBC.

11. Create a usable wayfinding and unified signage systems, which would efficiently move people through the area.

12. Create an attractive, walkable urban boulevard along Leesburg Pike through the use of appropriate, urban-scaled, building setbacks and heights, ground floor retail, wide sidewalks, consistent well-designed and landscaped streetscapes, landscaped medians, and well-demarcated crosswalks to help unify the area and create more walkable connections between the north and south sides of Leesburg Pike.

13. Identify, preserve and promote awareness of heritage resources through research, surveys and community involvement.

14. Promote environmental stewardship by utilizing innovative design and engineering techniques to preserve, enhance, and restore the natural resources in the area.

15. Encourage revitalization by enhancing the economic competitiveness of local businesses and complementing the revitalization efforts made by the local community, institutions, the private sector and the government.

16. Create an implementation strategy that provides the flexibility, accountability and resources necessary to achieve the vision.

AREA-WIDE RECOMMENDATIONS

The area-wide recommendations are intended to help achieve the future vision for the Baileys Crossroads CBC. These recommendations present overall concepts as a framework for the specific land unit recommendations that follow, and provide guidance on areawide issues that apply to all land units. These recommendations focus on land use, urban design, transportation, streetscape and design, environmental stewardship, heritage resources, public facilities and implementation.

LAND USE

The overall land use approach for Baileys Crossroads CBC envisions a transformation from a predominantly retail environment to one that balances retail, office, residential, civic and open spaces. The concept recognizes that achieving the vision for the area will be a long-term process. Therefore, the land use approach includes guidance on land use compatibility, land use flexibility, incremental redevelopment, and revitalization of existing retail uses in addition to new redevelopment.

Overall Concept

The land use concept for the Baileys Crossroads CBC divides the area into three distinct places: the Town Center District, located east of Columbia Pike and north and south of Leesburg Pike; the Baileys West District, located west of Columbia Pike, north and south of Leesburg Pike; and the Baileys East District, generally located east of Gorham Street along Leesburg Pike adjacent to the boundaries with Arlington County and the City of Alexandria.

Within the Baileys Crossroads CBC, the Town Center District is considered the priority redevelopment area when compared to the other two districts (Baileys West and Baileys East). The Town Center District is considered as such because of its strategic location near the future transit stops and its redevelopment potential for large scale mixed-use projects with the redevelopment of existing shopping centers. The Town Center District's potential for redevelopment is supported by a land use concept and ten unique land use categories, a building heights map, streetscape sections, a connectivity concept, an urban parks network and detailed land unit recommendations.

While the Baileys West District has the potential to redevelop in the future, it will likely do so at sometime after the Town Center District has begun its transformation to the desired mixed-use activity area. It is anticipated that redevelopment in the Baileys West District will be a continuation of the residential, office and retail mix planned for the Town Center. The Baileys East District is anticipated to be an area of minimum change because it is dominated by the Skyline Center complex that will remain mostly as is for the foreseeable future. Areas to the north of Leesburg Pike will also not change because they have recently been approved for new developments. Therefore, the majority of the Plan text details the Town Center, rather than the Baileys East and Baileys West Districts.

The specific guidance for the three districts is described in the order of priority in the District sections:

1. Town Center District
2. Baileys West District
3. Baileys East District

Map 2 shows the Town Center District and the Baileys West and Baileys East Districts for the Baileys Crossroads CBC.

The Baileys Crossroads CBC is divided into land units and sub-units for the purpose of organizing land use recommendations. The land units correspond to specific areas (north or south of Leesburg Pike) and/or areas bounded by specific streets within each District. Generally, each land unit is further subdivided into sub-units. Table 1 shows the land units and subunits within the three Districts in the Baileys Crossroads CBC:

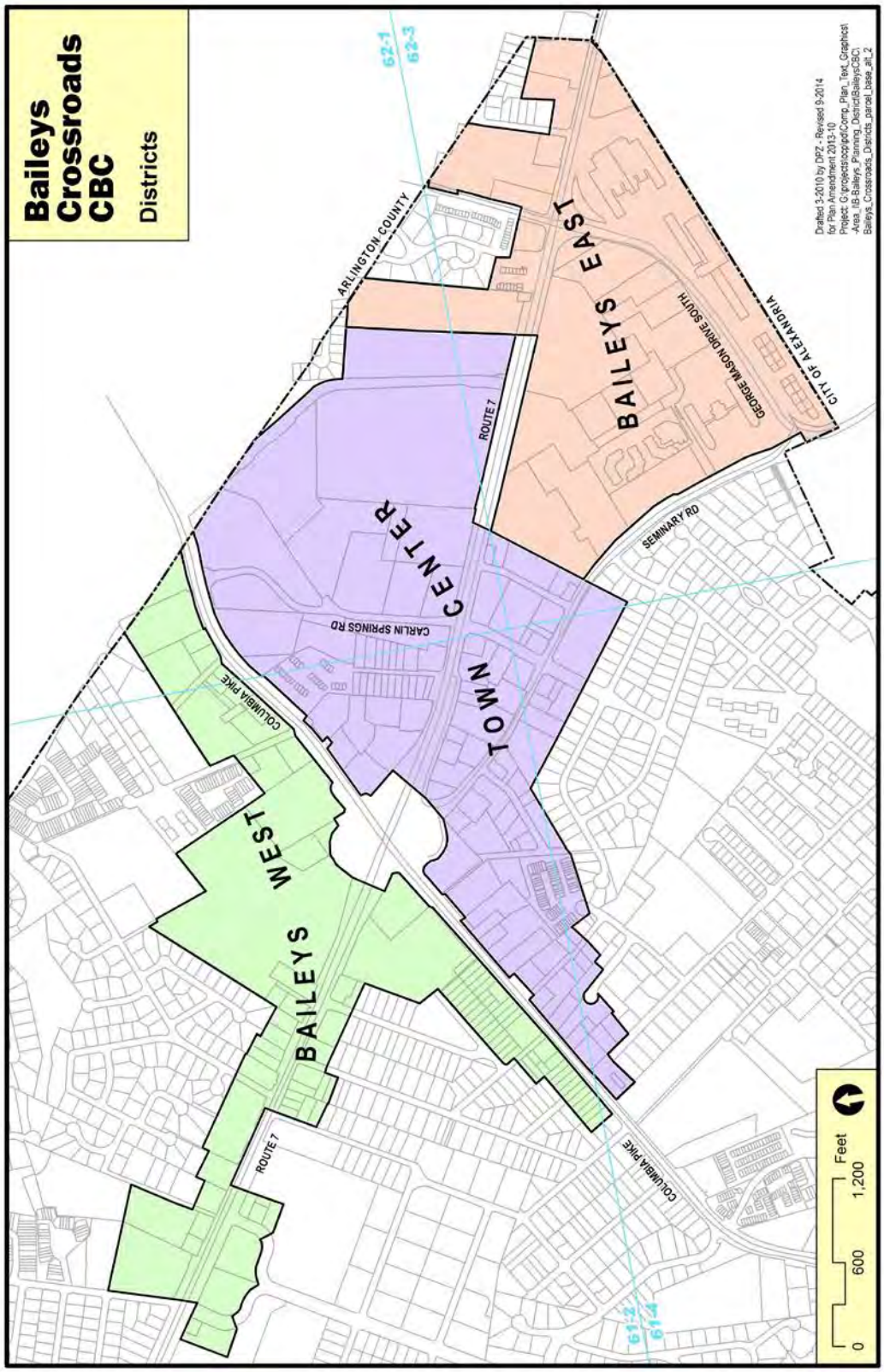
TABLE 1 – LAND UNITS & SUB-UNITS - BAILEYS CROSSROADS CBC

District	**Location**	**Land Unit**	**Sub-unit**
Town Center	North Side of Leesburg Pike	A	A-1 to A-8
	South Side of Leesburg Pike	B	B-1 to B-5
Baileys West	North Side of Leesburg Pike	C	C-1 to C-4
	South Side of Leesburg Pike	D	D-1 to D-4
Baileys East	North Side of Leesburg Pike	E	E-1 to E-3
	Skyline Development on the South Side of Leesburg Pike	F	F-1

The Plan provides site-specific land use recommendations for each sub-unit. If these site-specific land use recommendations are appropriately addressed along with the area wide recommendations, the vision for the Baileys Crossroads CBC can be successfully implemented. For each sub-unit, consistency with all the applicable sections of the Area wide recommendations should be achieved.

The site-specific guidance for each sub-unit includes a general description of the existing conditions and uses, the base plan intensity and a redevelopment option. The Base Plan intensity reflects the current, existing development potential for each sub-unit. The redevelopment option includes guidance on planned use and intensity and may also include guidance on recommended parcel consolidation.

MAP 2


Baileys Crossroads CBC
Districts
ARLINGTON COUNTY
CITY OF ALEXANDRIA
BAILEYS EAST
TOWN CENTER
WEST BAILEYS
GEORGE MASON DRIVE SOUTH
ROUTE 7
SEMINARY RD
CARLIN SPRINGS RD
COLUMBIA PIKE
62-1
62-3
61-2
61-4
Feet
0
600
1,200

Potential Development

Table 2 contains the development potential by district.

TABLE 2 - ESTIMATION OF DEVELOPMENT POTENTIAL BY DISTRICT

DEVELOPMENT POTENTIAL BY DISTRICT[1]			
	TOWN CENTER	**BAILEYS WEST**	**BAILEYS EAST**
Townhouses	200	0	0
Multifamily	4,250	300	4,150
Total Residential Units[2]	**4,450**	**300**	**4,150**
Office Square Feet	2,145,000	620,000	3,186,000
Retail Square Feet	1,291,000	1,024,000	440,000
Institutional Square Feet	672,000	36,000	18,000
Total Nonresidential Square Feet	**4,108,000**	**1,680,100**	**3,644,000**
Total Development Potential			
Total Office Square Feet	5,960,000		
Total Retail Square Feet	2,760,000		
Total Institutional Square Feet	728,000		
Total Nonresidential Square Feet	**8,870,000**		
Total Residential Units[2]	**8,900**		

Note 1: The development potential numbers are approximate.
Note 2: The development potential under the Plan does not include potential housing bonuses allowed under the Affordable Dwelling Unit (ADU) Ordinance and the Board of Supervisors Workforce Housing Policy (WDU).

Land Use Guidelines

In reviewing development proposals within the CBC, the following guidelines should be considered:

- *Parcel Consolidation* - Parcel consolidation should be provided as necessary to achieve the planning principles for the Baileys Crossroads CBC. Parcel consolidation should be logical and of sufficient size to allow projects to function in a compatible, well-designed, efficient manner, and should not preclude the development of any unconsolidated parcels in

conformance with the Plan. Additional consolidation guidelines are provided in the land use guidance of the individual subunits.

- *Coordinated Development Plans* - Coordinated development plans may be an alternative to parcel consolidation. Coordinated development plans refer to two or more concurrent and contiguous development applications that demonstrate coordination of site design, building locations, urban design, open space amenities and signage, inter-parcel access where appropriate, roadway realignment or improvements, and parking facilities. When coordinated development plans are used in lieu of, or in addition to substantial consolidation, development proposals will need to ensure that projects function in a compatible, well-designed, efficient manner; are consistent with the land use guidance and development potential of the individual subunits; compatible with the development on adjacent properties; reflect coordinated phasing of improvements as needed (for example, frontage improvements); consistent with the overall intent of the land use concept to achieve a desired urban form and mix of uses; and do not preclude adjacent parcels from developing in conformance with the Plan.

. • *Existing Uses and Buildings* - New uses and the replacement or expansion of existing buildings that achieve the long-term recommendations of the Plan are encouraged. In some instances, existing development may not be consistent with the long-term vision for Baileys Crossroads. This Plan is not intended to interfere with the continuation of existing land uses or buildings. Additionally, retention of existing neighborhood- and community-serving uses as redevelopment occurs should be encouraged by incorporating such uses into new structures. If improvements to the open space or pedestrian systems that are identified in the Plan are not feasible due to an existing building's location on the site, alternative streetscape and other design improvements intended to implement the Plan's vision may be considered.

- *Drive-Through Uses* - Drive-through uses, such as banks, restaurants, or other retail uses may be permitted within shopping centers and mixed-use developments when they are integrated with the building design of the land use categories and can be coordinated with other uses on the site. The location of such uses should not impede the flow of pedestrian or vehicular traffic, compromise safety, or disrupt the existing and planned interior circulation system of the center and/or building site.

- *Alternative Uses* – Other alternative land uses like hotel and entertainment uses that can be integrated with mixed-use developments and single uses may be considered provided the development is consistent with the land use guidance and development potential of the individual land units and their sub-units, compatible with the development on adjacent properties, and consistent with the overall intent of the land use concept to achieve a desired urban form and mix of uses.

- *Discouraged Uses* – No new uses such as storage and distribution and outdoor sales and storage as a primary use should be encouraged and should be considered only as accessory uses if appropriately screened and if they are compatible with the other land uses in the Baileys Crossroads CBC. Industrial uses and industrial/commercial type uses involving manufacturing and product assembly should be discouraged and these existing uses should be ultimately phased out.

- *Affordable Housing & Universal Design* - Any redevelopment in the Baileys Crossroads CBC should conform to county policies on affordable housing which includes conformance to the Affordable Dwelling Unit Ordinance (ADU) and the Board of Supervisors Workforce

Housing Policy (WDU). Per county policy, any residential use should provide the minimum required percentage of new units as affordable housing. The residential use should integrate a variety of households such as families, senior housing and residential studio units.

The units, at a minimum, should meet ADA requirements. In addition, county policy encourages the incorporation of universal design elements in residential developments to provide housing that can accommodate the needs of a full range of potential residents.

URBAN DESIGN

The urban design concept for the Baileys Crossroads CBC guides design and decision making with regard to the public realm: streets, open spaces, parking, build-to lines, massing, and building types. The urban design concept restructures the elements comprising the area's public realm to create a walkable, distinct, vibrant Baileys Crossroads destination – a place where people want to live, work, shop and relax.

Urban Design Guiding Principles

The principles for establishing the urban design framework for Baileys Crossroads are as follows:

1. Propose land uses around a street network that encourages walking, biking, and utilizing public transit.

2. Define the urban form of the Baileys Crossroads CBC with the tallest buildings and highest densities in the Town Center District and lower density and height requirements adjacent to surrounding neighborhoods, outside of the CBC.

3. Locate all new structures according to the defined build-to lines, and maximize the use of ground floor retail space in order to encourage street level activity.

4. Incorporate accessible, connected, usable public open spaces and urban parks throughout each district.

5. Provide for on-street parking and locate all off-street parking either in structures, including above-ground or underground parking, or on surface lots that are hidden from public view off major corridors (i.e., behind buildings or to the side of buildings and hidden by street walls). Ensure that parking structures are not visible from the public realm where feasible (hide them behind buildings and/or, wrap them with other uses).
6. Provide for complete streets that are defined as streets and intersections, which accommodate walking, biking, transit and cars as well as meeting ADA accessibility requirements

Pedestrian Realm

The concept for the pedestrian realm in the Baileys Crossroads CBC includes a connected network of streets and spaces. Elements that can accomplish this end, which are discussed in this section, include streets and streetscape design features (for example, streetscapes, gateway features, wayfinding and signage systems, public art and parking). Other pedestrian amenities needed to enhance the quality of the public realm are also incorporated into the concept for the pedestrian open space system.

These include urban plazas, neighborhood greens and promenades, linear parkways, pocket parks, linear passive parks, and active recreational parks. *Details about the General Streetscape Guidelines and Streetscape Design are provided in the Streetscape section. Details about the planned parks are provided in the Urban Parks and Recreation section.*

Streets - Streets within the Baileys Crossroads CBC are considered to be a part of an effective pedestrian system, providing attractive connections within and between districts. Several of the streets in the Baileys Crossroads CBC are intended to serve the dual function of providing access and contributing to the open space of the area. Streetscapes include the area between the building and the roadway, incorporating the sidewalks, browsing zones, planting and landscape panels, rain garden, bioswales, etc. Special paving materials, coordinated street furniture, lighting and signage should be utilized in a uniform manner to contribute to the sense of place.

Gateway Features - The Baileys Crossroads CBC should be marked by significant features, or gateways, located at the entrance points or major approach intersections into the area. These features should serve as landmarks to announce to the pedestrian, rider, and driver that they have arrived at an important place or destination. The gateways should introduce these users to the unique identity of the area and reflect the design theme. In this way, the gateway should serve to communicate the first impression of the area and what can be found in the area. The gateway features should include prominent architectural features, public art, landmark buildings, signage, parks or plazas. Gateways planned at major intersections should also include plantings, walkways, crossings, signature elements, buffer planting etc.

Wayfinding and Signage - A unified, comprehensive signage system should be established to contribute to the distinctive theme and identity of the Baileys Crossroads CBC. The signs should share a consistent or similar appearance or nomenclature, regardless of their function, location, or message. Such similarities could include color, shape, typography, and/or logo. The system should use a hierarchy of signage types, to invite people into the area and allow them to easily navigate through it. Visual clutter should be avoided. Building-mounted signs should be encouraged, and pole mounted business signs should be prohibited.

Public Art - The identity of the Baileys Crossroads CBC should be established through the presentation and distribution of public art throughout the area. Artwork should create an inviting and attractive place for residents, employees, and visitors. Redevelopment projects and public spaces should include works of public art in their design. These pieces of art should be selected based on factors, including, but not limited to, aesthetic, historic, cultural, or functional value. An opportunity for community input should be sought in the selection process.

Parking - The Baileys Crossroads CBC vision transforms an auto-oriented, mostly surface-parked, minimally landscaped area into a dynamic, multi-modal place. Appropriate and strategically located parking is critical to this transformation. On-street, structured and underground parking should be encouraged for most of the uses. Surface parking lots should be avoided along Leesburg Pike, Columbia Pike, Carlin Springs Road, Gorham Street and South Jefferson Street. The redesign and consolidation of existing, private, surface parking lots should be encouraged. Space for trees and other landscaping features should be accommodated in surface parking lots. The parking lots should be screened from pedestrian and vehicular thoroughfares by landscaping, screen walls and other screening techniques. The entrances to the parking structures or surface lots should be clearly visible from these streets to support retail uses along these streets.

Off-street parking should be located in structures, either beneath or behind buildings along these streets whenever feasible. The signs for entrances to the parking structures should be clearly visible from these streets to support retail uses along these streets. When parking structures cannot be accommodated beneath or behind buildings and are visible from the streets, the design of the parking structure should be integrated into the streetscape by adding ground level retail for the parking structures and façade treatment with attractive materials and plantings for the upper parking decks that are visible from these streets. The façade treatment of the structures should contribute to the visual appeal of the streetscape.

Loading or delivery areas should be located where feasible behind buildings and/or in designated spaces and treated in such a way that does not detract from the pleasant street experience and should avoid impeding vehicular and pedestrian movement.

Figure 10 shows examples of elements of the pedestrian realm that can be envisioned for the Baileys Crossroads CBC.

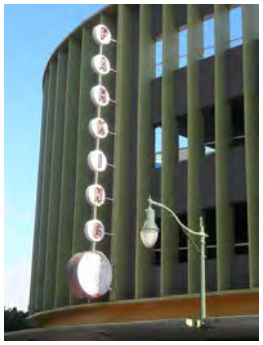
FIGURE 10-EXAMPLES OF PEDESTRIAN REALM & OPEN SPACE SYSTEM

STREETS

GATEWAYS, PUBLIC ART & WAYFINDING & SIGNAGE

PARKS & OPEN SPACE

PARKING



STREETSCAPE

The addition or creation of complete streets can transform an area into a successful place for all modes of travel, including vehicular, bicycle, transit and pedestrian. The planned streetscape guidance for the Baileys Crossroads CBC embodies the complete streets concept and is intended to ensure that the right-of-way is designed and operated to enable safe travel by all users and all transportation modes. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities should be able to safely move along and across a complete street.

Design elements address safe pedestrian crossings and enhanced pedestrian movement, with the goal of reducing pedestrian and vehicular conflicts and improving accessibility. Context Sensitive Solutions (CSS) as defined by the Institute of Transportation Engineers are applied in the planning and design of the streetscape to include flexibility in the application of guidelines and designs and incorporate aesthetics into the streetscape design.

General Streetscape Guidelines

The following general streetscape guidelines are for all streetscapes:

Underground Utilities and Stormwater Infrastructure - Utilities and stormwater infrastructure should be placed underground and should be coordinated with future roadway improvements and sidewalks to foster a pedestrian-friendly environment. Such infrastructure should be located under sidewalks, parking lanes, or the building zone; it should not be located under street trees. To achieve this goal, detailed site analysis should take place early in the development process to avoid conflicts between utilities and street tree locations. New development should provide underground utility conduits or provide commitments to facilitate future improvements. Utility boxes for phone, cable, electricity, natural gas, information systems and/or other services should be located to the rear or side of the development, along service alleys, within buildings, or placed in sub-grade vaults.

Street Lighting - Street lighting should maintain the overall character and quality of the area, provide adequate lighting levels that ensure public safety without creating glare or light spillage, and conform to Leadership in Energy and Environmental Design (LEED) light pollution criteria and county ordinances. Light fixtures should be full cutoff and use energy-saving technology. Street lights should be located so as to not conflict with street trees at their projected maturity.

Streetscape Dimensions - In general, areas with higher pedestrian activity should have wider sidewalks to accommodate increased pedestrian activity. Above all, consistent dimensions within each block should be promoted to avoid shifting pedestrian features or building frontages.

Streetscape Maintenance - Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the property owner to maintain the entire streetscape area. In addition, when the streetscape is not entirely within the right-of-way, additional right-of-way or a public access easement will need to be provided for the portion of the streetscape located on private property.

Pedestrian Crossings - At pedestrian crossings, special pavement should be designed to create a well-delineated, ADA accessible and safe area for pedestrians to cross the street. Crossings at major streets should be highly visible and timed with signalized crossing systems. When medians are provided, they should be designed to create a safety island for pedestrians waiting to finish crossing the street.

On-Street Parking - Streetscapes with on-street parallel parking should have a small paved area adjacent to the curb known as a refuge strip. The refuge strip will allow passengers to exit parked cars without having to step into planted areas. Trees should be spaced appropriately to allow car doors to swing open without obstruction. However, it is recognized that conflicts may arise with the design of the streetscape and the functionality of the parking, and flexibility in design should be considered in order to achieve a complete street.

Street Trees - Street trees should be planted in an environment that promotes healthy root growth and should be spaced no more than 50 feet apart. However, closer spacing of the trees should be considered wherever feasible. When street trees and other plantings are to be located in proximity to roadways or within medians, safety and sight distance should be taken into consideration. Only those street tree varieties that require little maintenance, are resistant to disease, and are tolerant of drought and extreme urban conditions such as pollution should be used. The preferred varieties are native to Virginia and non-invasive. In addition to trees, planting strips should include supplemental plantings, such as ornamental shrubs, ground cover, flowering plants, and grasses. Supplemental plantings should occur in areas that are clear of vehicles parked on the street, and they should incorporate hard-scaped pedestrian access points. Where appropriate, special pavement treatments or hard-scape elements may be considered to achieve both root-friendly design and pedestrian walkability within the streetscape. Irrigation should be provided.

Low Impact Development Techniques - Streetscape design should include innovative stormwater remediation design elements such as bioretention, permeable pavements, and incorporation of water collection and storage. Where medians are provided, they should be planted with attractive landscaping using native, non-invasive species when feasible. Consideration should be given to the use of attractive low impact development (LID) techniques for stormwater remediation in this area.

Street Furniture and Other Elements - Street furniture selections (such as benches, water fountains, bike racks, etc) should be consistent within the Baileys Crossroads CBC. This may include the model, size, and finish. Fixed elements, such as light poles and parking meters, should be aligned within the landscape amenity panel so as to minimize the disruption of pedestrian flow. Paving, light fixtures, plant materials, and street furnishings recommended in the *Baileys Crossroads Streetscape Revitalization Plan* can also be used to maintain consistency of street furniture and other elements in the Baileys Crossroads CBC.

Streetscape Design Flexibility

Where pre-existing site constraints are present and where infill or expansion of buildings or other existing features limit the ability of a development to satisfy all streetscape recommendations, variation from the streetscape guidance may be permitted when the variation results in acceptable minimum sidewalk, landscape amenity panel and building zone widths and amounts of trees and landscaping.

The streetscape design flexibility should be reviewed on a case-by-case basis for conformance with the overall concept for the streets within the Baileys Crossroads CBC which are considered to be a part of an effective open space system, providing attractive connections within and between districts. Modifications to the streetscape guidance outlined in this section may also be necessary to conform to applicable Virginia Department of Transportation (VDOT) requirements and guidelines.

TRANSPORTATION

Overview

The vision of the Baileys Crossroads CBC promotes a mix of land uses served by a multi-modal transportation system. Various planned transportation improvements will facilitate this vision, while accommodating current and future commuters and residents within and around the Baileys Crossroads CBC. The improvements should balance future land uses with supporting transportation infrastructure and services, address the long term needs of the area, design a road network that can accommodate all modes of transportation, and provide infrastructure and facilities that will support intermodal connectivity along the network.

The Baileys Crossroads CBC is served by two primary arterials, Leesburg Pike and Columbia Pike. The following recommendations are intended to help improve circulation within, around, and through the CBC. While the transportation recommendations are intended to support the redevelopment of Baileys Crossroads, they will also continue to facilitate regional travel through the area. The transportation recommendations are divided into six categories: Public Transportation, Road Network and Circulation, Bike Facilities, Level of Service, Transportation Demand Management, and Funding of Transportation Improvements and Services. Contained within the Public Transportation section is the Pike Transit route, which includes the streetcar as an option that runs from Pentagon City in Arlington County to Skyline Center complex in the Baileys Crossroads CBC. Map 3 shows the transportation improvements that are recommended within the Baileys Crossroads CBC.

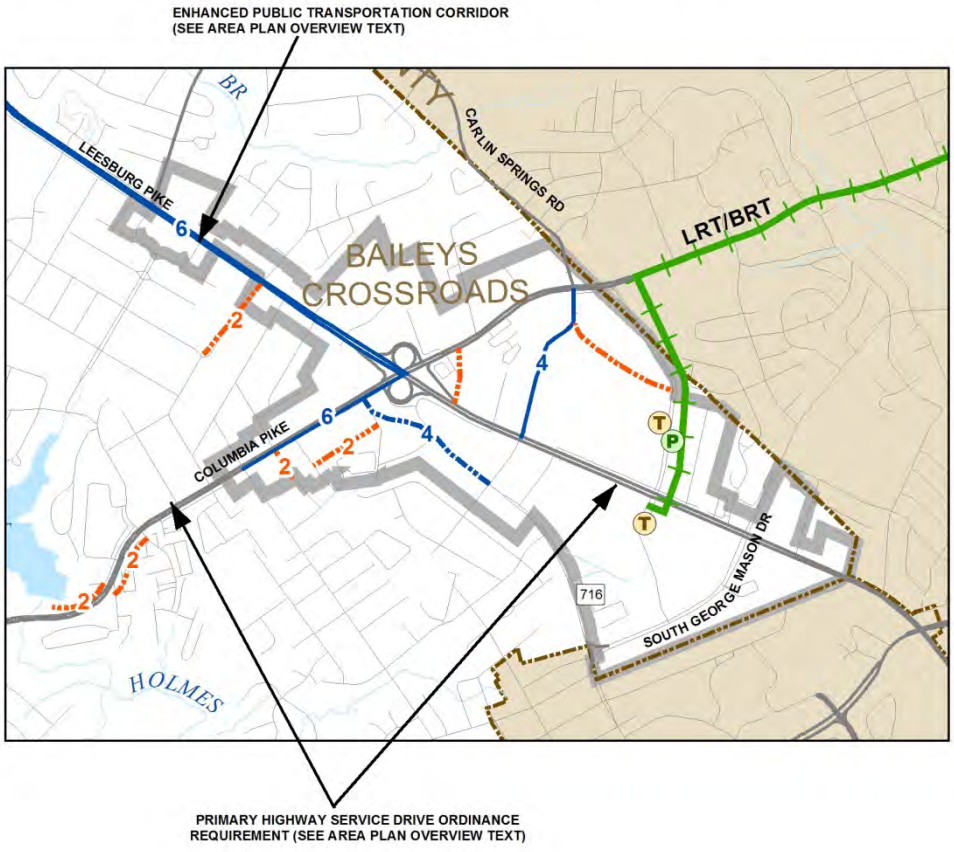
Public Transportation

Focusing the densest development around the future transit stops is vital to achieving the vision for the Baileys Crossroads CBC and to promote the use of public transportation. Implementation of the Pike Transit Initiative, which is planned to introduce a streetcar route from the Pentagon to Baileys Crossroads CBC, is an integral factor to providing increased mobility and accommodating additional transit ridership demand created by redevelopment within the Baileys Crossroads CBC as well as reducing vehicle dependency. Leesburg Pike from the intersection with Columbia Pike, heading north to the City of Falls Church, and then to Tysons Corner is designated as an Enhanced Public Transportation Corridor (EPTC) as shown on the county's Transportation Plan Map. This designation means that this corridor has been designated a major public transportation facility by the county and transit options such as light rail, bus rapid transit, or other public transportation options should be explored for implementation at a later date as the need arises.

Columbia Pike Transit Project (with Streetcar Option) - The Fairfax County Board of Supervisors endorsed the recommendation of the Pike Transit Alternatives Analysis, completed in July 2005 that a modified streetcar option can be carried forward as the locally preferred alternative for transit in the area. It is considered a modified streetcar option because buses also operate on the same route as the street car during the peak periods. Evaluation and implementation of the preferred alternative as well as other options for the Pentagon to Skyline Center complex transit segment is continuing through the Environmental Assessment of the Pike Transit Initiative.

Two transit stops are proposed within the Baileys Crossroads CBC associated with the Columbia Pike transit project. One is along Jefferson Street and the other is in the Skyline area. The proposed stations and general alignment of the transit route are shown in Map 3. Depending on modifications to the route, the stations may shift slightly and/or others may be added. The transit

BAILEYS CROSSROADS COMMUNITY BUSINESS CENTER



TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL / COLLECTOR LOCAL

- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 10 12 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING / PROPOSED

- METRORAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION
- RAIL STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES

N

Miles 0 0.25 0.5

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

stations will be focal points for redevelopment with the densest development occurring within ¼ mile of the stations. There is also a proposed station located at Jefferson Street and Columbia Pike just inside Arlington County, which can also be utilized by businesses and residents within Fairfax County. Safe and convenient connections for pedestrians, bicycles, buses, and vehicles to the stations and surrounding areas are essential to maximize use of the transit service throughout the entire day.

Local Bus Service and Express Bus Service - There is significant existing bus service in the Bailey Crossroads CBC, with approximately 15 WMATA bus routes. These routes serve both local riders and people commuting through the area. It is anticipated that there will be modifications to these routes with the implementation of the county's Transit Development Plan (TDP) and/or the Columbia Pike transit project; however, express bus or long haul routes serving people from the west will still need to be accommodated in the area. These routes can either terminate at the Jefferson Street Transit Center or continue through to their ultimate destinations.

While portions of the CBC will be served by the Columbia Pike transit project, there is the need to continue local bus service to serve the outlying areas of the CBC and surroundings neighborhoods in Bailey Crossroads. This should reduce the dependency on automobiles while promoting the use of other forms of transportation. Leesburg Pike in the Baileys Crossroads CBC and heading north to Tysons Corner is already designated as an EPTC on which bus service or some other form of transit should be provided.

Multimodal Transportation Hub (Transit Center) - The major multimodal transportation hub planned in the Baileys Crossroads CBC is located along Jefferson Street with the general location shown on the Transportation Plan Map. This multimodal transit center will be located adjacent to the proposed streetcar station location on Jefferson Street and is proposed to be the transfer point between express and local buses and the Columbia Pike transit project. The transit center is also envisioned to accommodate alternative modes of transportation such as bicycles, cars and car sharing, taxis, and other personal transportation services.

Road Network and Circulation

The following section regarding road network and circulation recommendations offers additional transportation guidance and recommendations for development within the Baileys Crossroads CBC based on long term needs. Right-of-way should be provided for the ultimate width of the streets. The streets should provide a level of connectivity and accommodate all modes of transportation to the fullest extent possible.

Access Management and Parking - Reducing the number of driveway access points on the arterials, especially Leesburg Pike and Columbia Pike, and collectors (as the need arises) in the Baileys Crossroads CBC should be implemented to improve safety, connectivity and mobility. Inter-parcel access between neighboring developments should be encouraged to help achieve these goals.

All development proposals should provide adequate multimodal access, inter-parcel access, and other measures needed to mitigate the traffic impacts of the level of development. Providing additional connections as shown on the Transportation Plan Map for the Baileys Crossroads CBC (Map 3) and on the Concept Map for the Town Center District (Map 5) in addition to turn lanes should be considered and implemented as needed to support development.

Surface and/or structured parking (including underground parking) is addressed in the Urban Design section. Refer to that section for parking guidance with the Baileys Crossroads

CBC. For development within a quarter mile of the proposed transit stations, a parking plan should be submitted along with a development application that shows that the amount of parking that is provided is sized to support the development. Provisions for parking reductions and other lower parking incentives offered by the Zoning Ordinance should be utilized if it is supported by the parking plan.

Road Transportation Improvements - The following list of roadway network improvements are recommended to achieve the vision for the Baileys Crossroads CBC and enhance multimodal connectivity through the Baileys Crossroads CBC by creating multiple and enhanced connections.

- Widen Leesburg Pike to six (6) travel lanes west of the Baileys Crossroads Shopping Center intersection.

- Widen Carlin Springs Road to four (4) travel lanes between Leesburg Pike and Columbia Pike.

- Widen Columbia Pike to six (6) travel lanes west of the Leesburg Pike/Columbia Pike interchange to Lacy Boulevard with transition lanes as needed.

- Relocate Seminary Road to intersect Columbia Pike south of the Leesburg Pike interchange and improve to four (4) lanes. To limit right-of-way impacts, flexibility in the ultimate design of the road, including a four-lane undivided road, may be acceptable provided that the road meets VDOT standards.

- Realign Charles Street with Glen Forest Drive.

- Extend Courtland Drive to south of Columbia Pike to connect to Columbia Pike with full access. If this occurs, full access at the Moncure Avenue/Columbia Pike intersection should be reevaluated.

- Connect Moncure Avenue to Williams Lane or Realigned Seminary Road with a new local road.

- Eliminate the off-ramp from westbound Leesburg Pike to northbound Columbia Pike, and replace this traffic movement with a new two-way connector road between Leesburg Pike and Columbia Pike, west of and approximately parallel to Carlin Springs Road. Access at Leesburg Pike would be restricted to right turns to and from the new connector road.

- The Baileys Crossroads CBC has a few super blocks where a more refined grid-like pattern of streets should be implemented. One area where this should be implemented is the area east of Columbia Pike, north of Leesburg Pike, west of Jefferson Street, and east of Carlin Springs Road. The Transportation Plan Map shows one additional east west connection in this area; however, additional north-south and east-west connections should be explored and implemented as redevelopment occurs. Refer to Map 3 for an illustration of this concept.

- Provide a signalized pedestrian crossing across Leesburg Pike at Gorham Street, with vehicular movements restricted to right turns to and from Gorham Street to the south. Provide a new internal street/pedestrian mall to the north. (Vehicles would not be permitted to cross Leesburg Pike or make left turns at this intersection).

Map 3 shows the transportation recommendations for arterials, collectors and local streets. In addition to the list above, other intersection improvements may be required within the Baileys Crossroads CBC roadway network in order to ensure acceptable traffic operations.

Street Types and Design Guidelines - Street types respond to the needs of traffic from vehicles, pedestrians, bicycles and transit (including the transit service associated with Columbia Pike transit project). Street types in the Baileys Crossroads CBC have been identified, with a conceptual overview within the curb (the road and median) by each type's functionality, cross-section, scale, and modal mix. The cross-section for each street type contains flexibility to be able to respond to particular needs in different locations. The cross section diagrams are located in the Streetscape Design section within the Town Center District recommendations.

Within the Baileys Crossroads CBC, pavement cross-sections are to be designed to fit into a more urban style type environment while addressing safety, operations, and capacity needs. The following should be taken into consideration in the design of streets in the Baileys Crossroads CBC:

- Urban design guidelines for streets, including enhanced pedestrian elements, such as sidewalks buffered from traffic by street trees, and bicycle enhancements such as separate bike lanes, address the elements of a complete street. Although typical street cross sections are included in the Town Center recommendations, final street designs may include some variations, such as lane width, sidewalk width, or build to lines to reflect the changing context of the street as it passes through Baileys Crossroads CBC.

- Continuity of streets is desirable in order to achieve a more effective grid in the Town Center District adjacent to the Jefferson Street transit center.

- Streets in Baileys Crossroads CBC will be designed or redesigned as complete streets and contributing to creating great places. By definition, complete streets are designed and operated to enable safe access and movement for pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

- On-street parking is expected to occur on collectors, locals, and to a limited extent on minor arterials.

The design guidelines for street types should be followed when providing new roadway connections or when proposing improvements to the existing roadway network in the Baileys Crossroads CBC. The following roadway functional classifications (along with their urban design classifications in parentheses) are applicable to the roads in the Baileys Crossroads CBC: Principal Arterials, Minor Arterials, Collector Streets, and Local Streets. Principal and minor arterials primarily function as through traffic carriers. The collector streets collect traffic from the local streets and route them to principal and minor arterials, while the local streets allow internal circulation and connectivity within the area.

The existing and planned roadways in the Baileys Crossroads CBC and vicinity could be categorized as follows according to the Fairfax County Guidelines for Functional Classification of Roadways. It should be noted that the Streetcar street category is new. It also should be noted that the following dimensions are guidelines, and exemptions to these guidelines will be determined on a case-by-case basis. Refer to the Streetscape Design section for the street cross-section diagrams in the Town Center recommendations for guidance on the streetscape.

1. *Principal Arterials (Boulevards)* - Leesburg Pike and Columbia Pike are principal arterials in the CBC primarily carrying the longer-distance through traffic from adjacent areas such as Arlington County to the east and Seven Corners to the west.

   Curb to Curb Area:
   - Median width of 14 to 22 feet (may be wider for areas with frequent pedestrian crossings).
   - 3 travel lanes per direction:
     - 2 travel lanes per direction (11 feet for each lane).
     - 1 extra wide travel lane per direction, adjacent to the curb, to accommodate bikes (15 feet minimum, 16 feet desirable). These two roadways are classified on the bicycle master plan as Policy Roads and will require further study in order to determine what type facility best addresses bicycle travel.

2. *Minor Arterials (Avenues)* - Seminary Road, Carlin Springs Road, and South George Mason Drive are minor arterials in the CBC. These roadways carry shorter-distance through traffic, and carry less traffic volume than Leesburg Pike and Columbia Pike.

   Curb to Curb Area:
   - Median width 14 to 22 feet, if provided, to allow for safe pedestrian refuge
   - 2 travel lanes per direction (11 feet for each lane)
   - 8 feet for on-street parallel parking if found desirable
   - 5 foot on-road dedicated bike lane per direction

3. *Collector Streets (Collectors)* – South Jefferson Street and Maple Court/Lacy Boulevard are examples of collectors in the CBC that route traffic to major and minor arterials from the local streets. While South Jefferson Street is classified as a collector road, it will have a different function than other collector roads in the area due to the Pike Transit initiative.

   Curb to Curb Area:
   - A median is not preferred; however, if provided the width should be 14 to 22 feet
   - 1 to 2 travel lanes per direction (11 feet for each lane)
   - 8 feet for on-street parallel parking per direction
   - 5 foot on-road dedicated bike lane per direction

4. *Streetcar Streets* – The Pike Transit Initiative is evaluating a streetcar operating in the Baileys Crossroads CBC along Jefferson Street. The cross section shows a streetcar system operating in mixed traffic in the center lanes. However, final determination of the transit service, the lanes the system operates in, and whether it operates in its own dedicated lane will be determined with the Pike Transit Initiative.

   Curb to Curb Area:
   - Median width 14 to 22 feet depending on station stops to accommodate the transit service, pedestrian refuge, and a turning lane. This does not include the transit lanes.
   - 2 travel lanes per direction, which will also accommodate the transit service in mixed traffic (11-12 feet per direction); OR
   - 3 travel lanes per direction:
     - 2 travel lanes per direction to accommodate vehicle traffic (11 feet per direction)
     - 1 travel lane per direction to accommodate the Columbia Pike project transit service in its own dedicated lane (11-12 feet per direction)
   - 8 feet for on-street parallel parking per direction
   - 5 foot on-road dedicated bike lane per direction

5. *Local Streets (Local)* - Local streets in this area include the internal circulation roads and the new planned streets which connect the land uses to collector roads and allow internal circulation.

   Curb to Curb Area:
   - Medians should only be required when they are part of the urban design concept and the landscape or open space plan.
   - 1 travel lane per direction (11 feet for each lane; however, 10 feet travel lane widths may be considered for residential streets.)
   - 8 feet for on-street parking per direction
   - Local streets are low speed facilities that may not require marked bike lanes but can be defined using bicycle signage and shared lane markings.

Bicycle Facilities

Map 4 shows a conceptual bicycle network. While bicycle facilities are shown on Leesburg Pike and Columbia Pike, there will be no separate bike lane on either of these roads; however, the curb lane will be wider to accommodate bikes.

On-road bike lanes should be provided on Carlin Springs Road, Seminary Road, Lacy Boulevard, South Jefferson Street, South George Mason Drive, and a new street that connects Carlin Springs Road and South Jefferson Street. Bicycle facilities are graphically depicted in Map 4 and in the Streetscape Design section. Text descriptions are located in the Street Types and Design Guidelines under the Road Network and Circulation section. In an effort to encourage bicycling in Baileys Crossroads CBC, safe, secure, and convenient bicycle parking should be provided. The number of bicycle parking spaces should be determined based on the planned land uses.

Level of Service

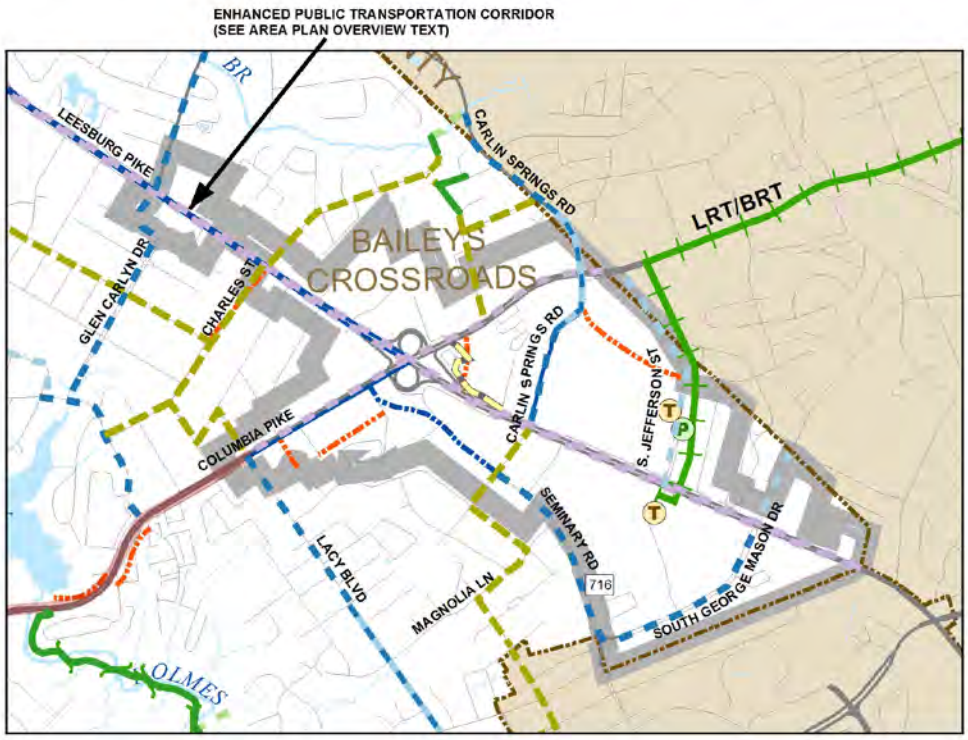
Level of Service for Roads

The Baileys Crossroads CBC has two major thoroughfares and while the intent is to maximize the use of non-vehicular modes of transportation, there is still the need to allow vehicles to circulate through, within, and around the CBC in a safe and efficient manner. It is recommended that an overall Level of Service (LOS) 'D' or better be maintained at intersections and roadways segments along Leesburg Pike and LOS E or better throughout the rest of the Baileys CBC area.

Level of Service for Transit, Pedestrian, and Bicycle Facilities

A high level of service should be maintained for transit users that minimizes wait times betweens on the transportation mode and when switching between modes. Where it is not possible to maintain a high level of transit service because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of transit service should be provided in lieu of the maintenance of a high quality transit service. An acceptable level of transit service nevertheless needs to be maintained. A high level of service should be maintained for pedestrians and cyclists, including safety and security, direct pathways, reasonable grades, and minimized delays at intersections especially within a quarter mile of the stations.

BICYCLE FACILITIES FOR BAILEYS CROSSROADS CBC



Existing Facilities
- Bike Lane
- Existing Off Street Trail

Spot Recommendations
- Bike Access Links
- Stream Crossing
- Road Crossing

Recommended Facilties
- Bike Lane
- Buffered Bike Lane
- Sharrow
- Climbing Lane
- Striped Shoulder
- Shared Roadway
- Shared Roadway w/ Safety Treatment
- Shared Use Path
- Cycletrack
- Policy Roads

N

Miles 0 0.25 0.5

EXISTING	PROPOSED	
M	M	METRORAIL STATION
P	P	COMMUTER PARKING LOT
T	T	TRANSIT TRANSFER CENTER (NO PARKING)
VRE		COMMUTER RAIL STATION
	R	RAIL STATION
◊ ◊	◆ ◆	HIGH OCCUPANCY VEHICLE LANES
		HIGH OCCUPANCY TOLL LANES

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

Maintaining a Balance between Land Use and Transportation

In order to maintain an acceptable level of accessibility in and around Baileys Crossroads as development occurs over time, it is essential to keep a balance between land use and transportation. To maintain this balance, the increase in development in Baileys Crossroads should be coordinated with the provision of transportation infrastructure and programs to reduce vehicular trips.

Transportation Demand Management

Transportation Demand Management (TDM) refers to a variety of strategies aimed at reducing the demand on the transportation system, particularly to reducing single occupant vehicles during peak periods, and expanding the choices available to residents, employees, shoppers and visitors. The result is more efficient use of the existing transportation system. TDM is a critical component of this Plan.

The Baileys Crossroads CBC has a minimum goal of reducing single occupant vehicle trips by at least 30% within a quarter mile of the stations and at least 25% for development outside the quarter-mile radius. A large component of TDM will be the promotion of the programs to the various stakeholders within the CBC. At a minimum, development proposals should include the following elements associated with their TDM program in addition to the minimum goals stated above:

1. Indication of the trip reduction goals to be achieved at each phase of development and the measures to be used in the program. Examples of TDM measures are in the county's Policy Plan.

2. TDM implementation plans with monitoring.

3. Commitments to ensure TDM efforts are successful.

Funding of Transportation Improvements and Services

The traditional method of funding these transportation improvements has been through federal, state and county sources; however, some combination of public and private sector funding may be necessary to cover the costs associated with these improvements and to expedite implementation. Additionally, these improvements may be implemented in stages by the private sector as development occurs. Further detailed examination of these options for each improvement identified and those that have not been identified is needed before a preferred funding approach is selected.

ENVIRONMENTAL STEWARDSHIP

The vision for the Baileys Crossroads CBC promotes environmental stewardship with innovative practices like stormwater management, the promotion of green buildings and low impact development techniques, and the provision of a green network of parks, open space and trails. These innovative practices will ensure that the Baileys Crossroads CBC redevelops as a sustainable community, creating a healthy and environmentally responsible place to live, work and play. With redevelopment, many steps can be taken to reduce environmental impacts and increase efficiency utilizing the practices and technologies available today.

Sustainability

Considerations for sustainable practices should include:

Green Buildings - The Policy Plan's Environment section provides guidance for green building practices and standards applicable to Community Business Centers. Redevelopment in the Baileys Crossroads CBC should include sustainable practices in accordance with the Environment section of the Policy Plan guidance, such as the achievement of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) certification or equivalent third-party certification. Achievement of higher levels of LEED certification is also encouraged. In addition to green buildings, green roofs (also referred to as vegetated roofs) can also be utilized to enhance the natural environment within the Baileys Crossroads CBC. Other green building practices can include the incorporation of solar orientation and landscaping strategies for energy conservation, on-site renewable energy production, low energy lighting fixtures, the use of recycled materials during construction, and the reuse of grey water where allowed. The application of these practices should be encouraged.

Tree Canopy Goals - Trees provide numerous environmental and human health benefits and should be considered an essential element in the vision for a sustainable Baileys Crossroads CBC. Environmental benefits include stormwater management, energy conservation, and mitigation of ozone and carbon in the air. When clustered together, as in a park setting, trees provide habitat areas for wildlife. From an urban design perspective, street trees enhance aesthetics, provide shade and relief from the sun and other elements, and create a sense of safety and protection from street traffic and noise. The vision for a greener Baileys Crossroads CBC calls for additions to the tree canopy through planting on existing park land, establishment of small groves of trees in new urban parks, as part of the new urban streetscape, and on some rooftops.

Stormwater Management

Most of the Baileys Crossroads CBC is located within the Four Mile Run watershed; the remainder is located within the Cameron Run watershed. The CBC is comprised almost entirely of impervious surfaces, including buildings, parking lots and roads. Development that has occurred in this area is generally not controlled by stormwater management facilities; stormwater runoff is typically conveyed through pipes into streams without the benefits of any controls.

Redevelopment offers considerable opportunities to improve upon past stormwater management practices in furtherance of efforts to protect and restore local streams and to reduce pollutant loads entering the Potomac River and Chesapeake Bay. Low impact development (LID) techniques of stormwater management can serve to reduce runoff volumes entering local streams and can more easily be incorporated within densely developed areas than more traditional detention and retention ponds. These LID practices can include, but are not limited to, bioretention or biofiltration facilities (commonly known as rain gardens), vegetated swales, porous pavement, vegetated roofs, tree box filters and the collection and reuse of stormwater runoff. Baileys Crossroads can serve as a showcase for implementation of LID practices in urban redevelopment areas within Fairfax County and for the integration of such practices into landscape design; the area can serve as both a visual and environmental gateway into the county.

Environmentally-friendly stormwater design should be an integral design principle that will be part of the conceptual stage of site development for all redevelopment, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of

stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. The incorporation of stormwater management strategies in parks and other open space areas within Baileys Crossroads CBC may support this approach while providing recreational amenities; the day-lighting of a stream within the northern portion of Baileys Crossroads CBC and the inclusion of this stream within a greenway corridor may provide opportunities for the incorporation of LID practices in this area, and there may be opportunities to incorporate LID practices within other open space areas.

Coordination of stormwater management controls among multiple development sites may also be effective in achieving stormwater management goals in an efficient manner. Stormwater management and water quality controls should be optimized for all redevelopment projects consistent with the scale of such projects and revitalization goals. In addition, the following guidelines should be followed for any application for which a floor area ratio (FAR) of 1.0 or more is planned on individual parcels within a subunit. The following guidelines are also recommended for other key buildings in the Town Center District of the Baileys Crossroads CBC like the arts center, transit center that may not have a floor area ratio of 1.0 or more. These guidelines may not be appropriate for sub-units within the Skyline Center complex development because the existing intensities in the Skyline Center development are more than 1.0. Any redevelopment proposal in the area should be reviewed on a case-by-case basis for the appropriate optimization of stormwater management and water quality controls.

- Stormwater quantity and quality control measures should be provided that are substantially more extensive than minimum requirements, with the goal of reducing the total runoff volume or significantly delaying its entry into the stream system. The emphasis should be on LID techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it.

- LID techniques of stormwater management should also be incorporated into new and redesigned streets where allowed and practicable.

- At a minimum, stormwater management measures that are sufficient to attain both the stormwater design-quantity control and stormwater design-quality control credits of the most current version of the Leadership in Energy and Environmental Design for New Construction (LEED-NC) or Leadership in Energy and Environmental Design for Core and Shell (LEED-CS) rating system (or third party equivalent of these credits should be provided). If this goal is demonstrated not to be achievable, all available measures should be implemented to the extent possible in support of this goal.

These credits, as set forth in LEED 2009 for New Construction and Major Renovations, are as follows:

SS Credit 6.1: Stormwater Design-Quantity Control:

- For sites that have greater than 50% impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed condition for the 2- year, 24-hour storm should be at least 25% less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the 2-year, 24-hour storm in the post-developed condition should be at least 25% less than the existing condition peak runoff rate for the same storm.

- For sites that have 50% or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the 1- and 2-year, 24-

hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm. Alternately, a stormwater management plan that protects receiving stream channels from excessive erosion, including stream channel protection and quantity control strategies, may be pursued.

SS Credit 6.2: Stormwater Design-Quality Control:

- Stormwater runoff associated with the development should be controlled such that the first one (1) inch of rainfall is reused, infiltrated or treated in a manner through which 80% of the average annual post-development total suspended solids (TSS) are removed.

Figure 11 shows examples of Low Impact Development (LID) techniques envisioned for the Baileys Crossroads CBC.

FIGURE 11 - EXAMPLES OF LOW IMPACT DEVELOPMENT (LID) TECHNIQUES

GREEN ROOFS

STREAM DAYLIGHTING

STREET/SIDEWALK DRAIN INTO TREE LAWN/TREE BOXES

Noise

Noise impacts are likely in the Baileys Crossroads CBC since it is located at the intersection of two major roadways. Current Comprehensive Plan policy recommends against new residential development in areas where current and/or projected future noise levels exceed 75 decibel (dBA) day-night loudness (DNL). However, broader planning goals for the Baileys Crossroads CBC may suggest that sites near major highways would be appropriate for residential

development and/or other noise-sensitive uses. Where such locations are planned, efforts should be taken to design these uses in order to minimize the exposure of facades of noise-sensitive interior spaces to noise levels above DNL 75 dBA.

Where residential or other noise sensitive uses are proposed near major highways, such proposals should only be considered with the provision of a noise study during the review of the development, appropriate commitments to noise mitigation measures, and, potentially, commitments to the provision of disclosure statements and a post-development noise study.

The noise study during development review should clearly define the noise levels impacting the proposed uses as a measure of dBA DNL. The noise study should include noise contours and/or noise impacts at each façade of each affected building with current noise levels and future noise levels based on a minimum 20-year traffic volume projection for the roadway and other transportation noise sources. In addition, the noise study should identify differing noise levels that may affect building facades at different elevations.

For those studies that indicate noise levels in excess of DNL 65 dBA on proposed noise sensitive uses, appropriate mitigation measures should be provided with the goal of achieving DNL 45 dBA for interior space and DNL 65 dBA for outdoor recreation areas. Attenuation may include siting and orientation of the noise sensitive use, as well as the use of appropriate building materials and noise barriers.

In areas where projected noise impacts at affected building facades will exceed DNL 75 dBA, and for dwelling units where outdoor spaces including balconies will be projected to be exposed to noise levels that exceed DNL 65 dBA, disclosure statements should be provided to potentially affected residents and users within the impacted uses or units, which clearly identify the mitigated and unmitigated noise levels for interior space and the noise levels for any affected balconies in addition to noise mitigation for interior space and outdoor recreational areas. Post-development noise studies should be conducted in order to provide for evaluations of noise mitigation measures.

HERITAGE RESOURCES

Any development or ground disturbance in the Baileys Crossroads CBC, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them.

If preservation is not feasible, then, in accordance with county policy countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

PUBLIC FACILITIES

The need for public facilities and services changes as the demographics and development of an area change and as old facilities become obsolete. The existing public facilities located in and around the Baileys Crossroads CBC have adequate capacity to accommodate planned growth, although certain facilities will need expansions or modifications to continue providing

adequate service. Public facilities that are identified as future needs in the Baileys Crossroads CBC will require a 2232 Review public hearing before the Fairfax County Planning Commission prior to being established, unless these are specifically identified in the Plan text. Those facilities, where a specific location for future construction has been identified in the Plan, may be considered a feature of the Comprehensive Plan upon review by the Director of Planning and Zoning and concurrence by the Planning Commission. If a "Feature Shown" determination is made, these projects may not require a 2232 Review public hearing. The existing and future public facilities in the Baileys Crossroads CBC are described below.

Fire and Rescue

The Baileys Crossroads Fire and Rescue Station 10, located at 3601 Firehouse Lane, Falls Church, VA, currently provides emergency services to the Baileys Crossroads planning study area. This fire station is currently owned by the Baileys Crossroads Volunteer Fire Department (VFD). Although Station 10 is staffed 24 hours per day, 7 days per week by Fairfax County Fire and Rescue Department (FRD) personnel, the apparatus and fire station are owned by the VFD which limits the county's ability to increase the number of operational units at the station.

The planned growth in the Baileys Crossroads CBC includes an increase in residential units and nonresidential square feet that could potentially have a significant increase in the number of emergency service calls which would exceed the workload of the existing station. Therefore, the county may need to partner with the VFD to expand the existing facility or construct a new facility to accommodate the additional staff and resources needed to support future growth and development in the Baileys Crossroads CBC. The rate of the projected development would determine the timing of the additional FRD resources.

Police

The Baileys Crossroads CBC is served by the Mason District Police Station, which is located on Columbia Pike within two miles of the Baileys Crossroads CBC. The anticipated growth within the CBC will be accommodated by the existing facilities.

Water

Fairfax Water serves the Baileys Crossroads CBC. Infrastructure currently in place has sufficient capacity to meet the requirements of existing development. Additional transmission facilities will be required to increase capacity, improve system reliability, and provide needed operational flexibility.

Sanitary Sewer

The Baileys Crossroads CBC has two sewer sheds, the Four Mile Run sewer shed and the Cameron Run sewer shed. The Four Mile Run sewer-shed will experience greater impacts because most of the planned growth will occur in that sewer-shed. However, the planned growth will not negatively impact the sanitary sewer system for both existing and future conditions.

Electric Power

Dominion Virginia’s existing powerstation is located on the 5900 block of Columbia Pike. Leesburg Pike and Columbia Pike (south of the interchange) are the largest electric transmission corridors in the study area. Lacy Boulevard, Seminary Road, Carlin Springs Road and North

Columbia Pike are minor transmission corridors. The remaining roads and back lots in the study area are distribution corridors. Electric utilities could be undergrounded for easier access, fewer outages and aesthetics.

Natural Gas

Washington Gas Light serves the Baileys Crossroads CBC with a service-restricted, natural gas transmission main in the median of Leesburg Pike. A gas distribution network runs under the edges of streets with major distribution lines running along Seminary Road and Columbia Pike. A gas transmission line runs along Leesburg Pike to the Leesburg/Columbia Pike interchange, and continues on to Seven Corners.

Telecommunications

It is anticipated that telecommunications services will be able to accommodate the planned growth in the Baileys Crossroads CBC through continuous improvements in technology, funded by user fees. New buildings should be designed to accommodate telecommunications antennas and equipment cabinets on rooftops. Such design should be compatible with the building's architecture and should conceal antennas and equipment from surrounding properties and roadways by flush mounting, screening antennas, and/or concealing related equipment behind screen walls or building features.

Schools

The Baileys Crossroads CBC is within the Glen Forest Elementary School, Parklawn Elementary School, Glasgow Middle School, and Stuart High School boundaries. During the development review process/rezoning application review, developers should offset the impact of the development on surrounding schools. A per student contribution under the current formula would be anticipated, based on Fairfax County Public Schools standards.

Additional school capacity could also be addressed through co-location of elementary school space within commercial office buildings provided that all access, safety, security and play space requirements are met; co-location with parks; or other creative approaches to address additional school capacity needs.

Library

The Baileys Crossroads CBC is served by the Woodrow Wilson Community Library located at 6101 Knollwood Drive, less than a mile from the intersection of Leesburg Pike and Columbia Pike. The library, located within a residential neighborhood of apartments and small houses, is adjacent to an elementary school and functions as a library and community center for area residents. The planned growth for the Baileys Crossroads CBC will not have a significant impact on existing public library facilities.

URBAN PARKS AND RECREATION

Parks, recreation and open space are essential amenities in Baileys Crossroads CBC, providing visual breaks in the urban landscape and places for people to enjoy passive and active leisure pursuits. Public open space is especially important for residents of higher density housing who may lack access to private yards or recreation facilities. A diverse park system contributes economic, social and health benefits by providing a high quality of life for residents.

New parks in the Baileys Crossroads CBC should range from places that support and foster social interaction to those that support individual sports and recreation activities.

In 2010, the Baileys Crossroads CBC has little existing parkland or recreation facilities. The Town Center District has no public parks. The surrounding Baileys Planning District is the county's least well served area with the highest population density. Most parks in the Baileys Planning District are classified at the local-serving level although there is some resource-based parkland with natural or cultural resources. The park system in the Planning District consists mostly of small local-serving parks with facilities such as picnic tables, playgrounds, trails and open play areas. A majority of parks are less than five acres and only three have more than 10 acres.

Residents, employees and visitors to the Baileys Crossroads CBC should enjoy a similar level of park service as other parts of the county. Urban parks improve air quality, reduce stormwater runoff and impervious surfaces, improve community health, and provide opportunities to allow people a full range of leisure pursuits and to meet their neighbors in a safe environment.

The Baileys Crossroads CBC has the potential to create a balanced park system to which all contribute and from which all benefit. While many developments will include urban parks as amenities, contributions of recreational facilities will also be needed to ensure a park system that serves a wide range of needs. The provision of athletic facilities is especially important and challenging. Creative approaches to providing for sports needs in the Baileys Crossroads CBC will be necessary, including integrating facilities within development areas, on rooftops, over stormwater detention facilities, in utility corridors and other alternative locations.

Urban Park Service Level Standards and Typology

The Urban Park Framework document, as modified by the Fairfax County Park Authority, was established to guide the creation of park systems in Fairfax County's urbanizing and redevelopment areas where parks formerly did not exist and should be used as a reference to guide redevelopment. This framework provides service level standards, design guidelines and a typology of urban park types to guide the creation of urban park systems in Fairfax County. Within urban, mixed-use development areas, a full complement of urban park types is desirable to create a robust park network and stronger sense of place. Urban park design elements may be combined in various ways to create a range of urban park types. Urban park types range from the small pocket park situated as a by-way on a pedestrian-oriented travelway to large civic open spaces that encompass diverse amenities and accommodate large community gatherings to local parks that provide opportunities for organized sports and informal play.

Park service level standards guide the provision of parkland and facilities relative to specific county needs and land use context. For urban areas, the parkland service level standard is based on population and employees. In urban areas, park size is typically less than five acres and often under ½ acre. Service area is generally within a 5-10 minute walking distance (or ¼ - ½ mile) from nearby offices, retail and residences. New developments should provide 1.5 acres per 1,000 residents and 1.0 acre per 10,000 employees, as modified by the Fairfax County Park Authority.

Ideally, urban areas contain a complement of urban park types in order to serve local leisure needs; support environmental and sustainability goals; and contribute to the area's sense of culture, liveliness, and identity. It is also important to pursue creative solutions to providing open space and recreation facilities in these areas. Creative urban park initiatives may include

rooftop parks, unique programming areas, recreation facilities provided within commercial buildings, redevelopment at nearby existing parks and forging new park provider partnerships. While park types may be adjusted to fit an area's specific needs and concept, four distinct types of urban parks include pocket parks, common greens, civic plazas, and recreation-focused urban parks.

The four urban park types span a continuum of purposes, uses, sizes and features that can flexibly accommodate a broad spectrum of recreational and leisure pursuits in the Baileys Crossroads CBC. These park types are more fully described as follows:

Pocket Park – Usually less than one acre, these urban parks are small-scale, open spaces incorporated into developments and designed for casual use by people working and living in the immediate area. A pocket park is designed as a single "room" to provide limited casual open space to enjoy individually or in social interactions. These spaces may consist of hardscape elements or lawn and landscaped areas, seating and visual amenities.

Common Green – Larger than pocket parks, these urban parks include flexible open spaces with open lawn areas, serving as the recreation and social focus of a neighborhood or larger area. Size will generally depend on the context, function and area, but should be a minimum of one acre. Although a central lawn will be the main focus of this type of park, it may be designed with multiple "rooms" offering a mix of complementary uses and/or large enough to support multiple simultaneous activities. A common green could function as unscheduled open space for uses such as picnicking and unstructured play or be programmed for athletics, public gatherings, performances and special events. The green may include facilities such as off-leash dog areas, community gardens, landscaping, water features, shade structures, gathering areas, amphitheaters, space for public art, and/or hardscape areas. Recreational amenities may be incorporated as complementary facilities, but do not predominate. Examples of recreational facilities include tot lots and playgrounds, small skate parks, fitness courses and paved trails, and sport courts.

Civic Plaza – This type of urban park includes public gathering spaces set aside for civic purposes and commercial supporting activities. Civic plazas are usually located at the intersection of important streets or other significant locations and serve as a focal point and unique placemaking feature. Public squares that are surrounded by public streets are also an example of this type of urban park. Flexible, programmable spaces in multiple rooms are generally included in civic plazas. Design will include primarily hardscape elements, but may include trees or other landscaping, seating, public art or water features. Size will generally depend on the context, function and area, but should be a minimum of one acre. Depending on size, civic plazas could support open air markets, summer concerts, festivals, outdoor exercise classes or special events. Recreation amenities may be incorporated as complementary facilities, but do not predominate.

Recreational Urban Park – In densely populated urban areas, recreation needs should be addressed with the inclusion of recreation facilities in an urban park setting to serve local residents, workers and visitors. This park type is distinguished by its primary function to provide recreation facilities for nearby residents and workers. Facilities such as athletic fields, multi-use courts and skate parks should be provided. Facilities could be scheduled or casually used. Athletic fields could have synthetic turf and lights to maximize use. Support facilities and amenities such as trails, seating, tot lots, shade structures, water features, picnic areas, restrooms, landscaping or hardscape should be provided to complement the recreational component. The size of the park should be appropriate to accommodate the

recreation facilities located there. In an urban, transit-oriented setting, parking may be reduced or shared with adjacent uses.

Linear Green Spaces - In addition to these four urban park types, linear green spaces provide for pedestrian connectivity within an urban area. These spaces are designed for casual outdoor use and consist of continuous lengths of outdoor trails that are a minimum of 8' wide and may include amenities and/or design features such as trailheads, orientation features and wayfinding signage. Outdoor linear facilities are popular for jogging, dog walking, biking, walking, and/or general outdoor enjoyment. Creation of continuous linear spaces for recreation provides an important amenity that can be linked with pedestrian and bicycle street elements. Linear greenways that utilize urban stream valleys for trails and trail connections are another form of linear urban space.

Figure 12 shows examples of urban parks envisioned for the Baileys Crossroads CBC.

FIGURE 12 - EXAMPLES OF URBAN PARKS

URBAN/CIVIC PLAZA

POCKET PARK

RECREATION FOCUSED PARK

COMMON GREEN

Urban Park Implementation

As a result of ownership patterns, urban park development will occur piecemeal over time. However, the park network is essential, to redevelopment efforts and the vision for the Baileys Crossroads CBC. A comprehensive park system helps to provide a high quality of life for residents by contributing economic, social and health benefits. A system of urban parks, if properly implemented, can contribute to a sense of place and help distinguish the area as a quality place to live, work, shop and visit. Integration of the parks into mixed-use development

will also provide for a greater sense of public safety with more eyes on the street as a result of park-focused activities.

To accommodate the shift in development patterns, lifestyles and urban design, urban parkland should be provided in the Baileys Crossroads CBC in accordance with the urban park typology, framework and urban park land service level standards. The Urban Park Framework should be used to guide the design and location of the urban open space system in the Baileys Crossroads CBC.

Recreation facilities should be provided in accordance with adopted countywide facility service level standards to address recreation needs to the extent feasible. Because the anticipated need for recreational facilities is greater than can be provided on the required urban parkland, new developments in Baileys Crossroads CBC should contribute (through funds or in-kind services) to the development or improvement of recreational facilities at existing public parks in the Baileys Planning District or through publicly-accessible facilities on private land. Facility improvements at public schools that are available for community use are also an appropriate way to address park and recreation needs.

Most of the new urban parks in Baileys are expected to be completed through the integration of parks with major redevelopments of existing uses. Many of these parks will be part of development in the Town Center District. All parks should be publicly accessible to residents, visitors and workers. Facilities, furnishings and amenities within these spaces should be well designed and coordinated with the surrounding buildings, and with urban design and users in mind.

Parkland can be publicly owned, privately owned, or provided through public-private partnerships. It is important to pursue creative solutions to providing open space and recreation facilities in the Baileys Crossroads CBC. Creative urban park initiatives may include the use of building rooftops for park facilities; unique programming areas; recreation facilities and dedicated program space provided within commercial buildings, redevelopment at nearby parks, and forging new park-provider partnerships. With any of these creative approaches, visual and physical accessibility to the public is essential.

IMPLEMENTATION

Transforming the Baileys Crossroads CBC into a connected, multi-modal, mixed-use place, will necessitate infrastructure and service improvements. An innovative implementation plan that considers traditional and new policies and partnerships is encouraged.

The private and public participants will need to contribute to and cooperate with one another in order to effectively implement the vision. Redevelopment should be coordinated with, and phased to, the provision of new infrastructure and services. Partnerships and cooperation between and within public and private sectors and the community will need to be made.

County and state policies and regulations also will need to be reviewed and possibly updated in order for the vision to be implemented. For example, recommendations expressed in the transportation section, such as those that involve the pedestrian realm and street design may not correspond to traditional suburban design standards. VDOT should become a full partner in creating the kind of pedestrian environment the Plan envisions. Street cross-sections and traffic

mitigation measures planned for streets in the Baileys Crossroads CBC should apply to all streets, including private development streets and those controlled by VDOT.

The Baileys Crossroads Revitalization Corporation (BCRC) has long been involved in planning activities within the area and continues to promote revitalization efforts within the context of the Plan. In cooperation with Fairfax County government, the BCRC or a comparable entity should continue to seek increases in federal, state, and local funding for transportation and community projects within Baileys Crossroads and to solicit and encourage investment in business development. Such an organization may be an appropriate mechanism for pursuing public and private funding sources, managing improvement projects, and developing maintenance plans specifically for Baileys Crossroads, particularly if supported by the designation of the area as a business improvement district (BID). Such an organization could:

- Facilitate community-enhancing development within the area through innovative partnerships between the private, public, and volunteer sectors;
- Leverage available funds and generate new funding sources through grants and fund raising from the private and public sectors;
- Implement the above within the context of the Policy Plan and Area Plans; and
- Provide initiative, feedback, and advice on development planning, marketing, public relations, real estate, and land development opportunities.

TOWN CENTER RECOMMENDATIONS

The recommendations for the Town Center District are described as District-wide recommendations and Land Unit recommendations. The District-wide recommendations include guidance on land use, urban design, streetscape and parks. The Land Unit recommendations include land use and development potential guidance for the individual land units and sub-units.

DISTRICT-WIDE RECOMMENDATIONS

LAND USE CONCEPT

Map 5 shows the overall land use concept for the Town Center District. The concept map shows general locations for the planned land uses and land use categories to achieve the overall urban form. The land use guidance recognizes that it may not always be feasible for proposed development to follow the land use concept. Therefore, the guidance for flexibility for optional development is included in the Land Unit Recommendations section.

The land use concept envisions a densely developed downtown area built in the vicinity of the transit stop along South Jefferson Street on the north side of Leesburg Pike. This area is envisioned to include a transit center, mixed-use buildings with ground floor retail, urban large scale retails uses and a new Arts Center. This area will have a walkable, tree-lined street grid.

This urban framework will be enhanced through the presence of several parks within this area. New multimodal connections would link the surrounding existing uses. On its northern edges, the planned density gradually steps back with lower-scale multifamily residential

development to create a compatible transition to the surrounding residential community to the north.

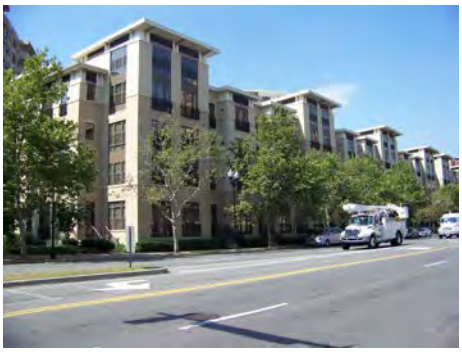
Leesburg Pike will be transformed into a boulevard, lined with shops, residential and office building entrances and wide, tree-lined, landscaped sidewalks for strolling and window shopping. A linear north-south oriented greenway is also envisioned across Leesburg Pike to visually and functionally connect the north and south sides of Leesburg Pike in a way that does not currently exist.

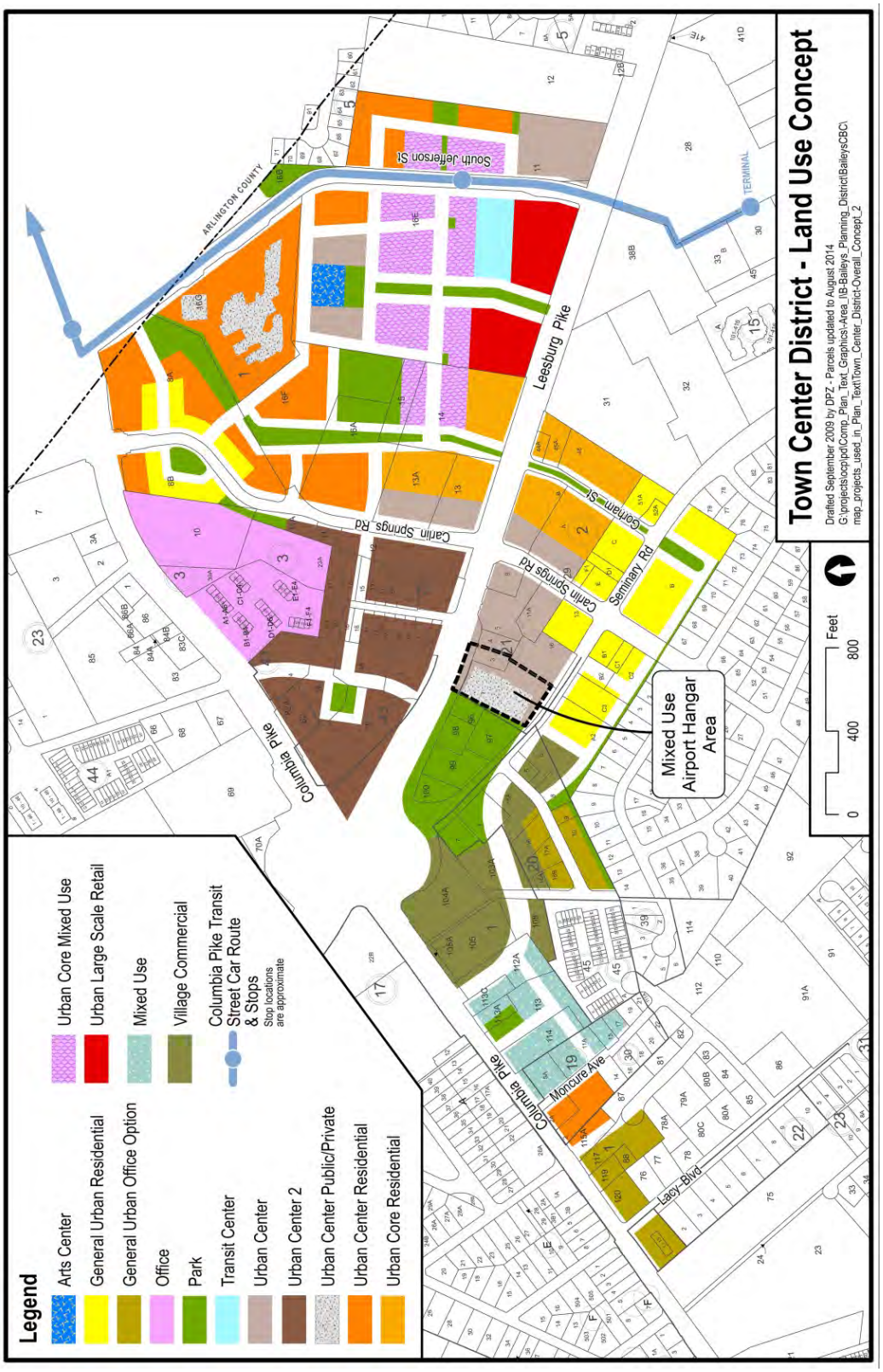
The land use concept envisions a "village scale" mixed-use development on the south side of Leesburg Pike consisting of multifamily and townhouse residential uses and community-serving commercial uses (office and retail) at key locations. The buildings along Leesburg Pike step down to townhome and smaller scale multifamily residential development along the existing residential community to the south. This area is envisioned to include a newly created park with active recreation, surrounded by retail development with small-scale residential, office or live/work options included along both Columbia Pike and a realigned Seminary Road. The existing airport hangar building area is envisioned to incorporate a mixed use development that might include community facilities, stores and/or offices. The possibility of an operations facility for the Columbia Pike Transit Project, along with other public/private uses is also included as an alternative option for this area.

The overall concept for the area south of Leesburg Pike is that of a compatible and complementary transition to the surrounding, existing residential neighborhoods. To help with this transition a new street and a linear park are planned along a portion of the southern edge of this area as a way to screen the surrounding residential community to the south.

Figure 13 shows examples of the types of developments that can be envisioned for the Town Center District.

FIGURE 13 – EXAMPLES OF DEVELOPMENT – TOWN CENTER DISTRICT





LAND USE CONCEPT – TOWN CENTER DISTRICT **MAP 5**

Land Use Categories

Ten mixed-use land use categories have been developed for the Town Center District. They are intended to create a desired urban form and mix of uses. Table 3 contains the location, height, land use mix and density details of the planned land use categories for the Town Center District. General intensity guidance is provided for each category and should be viewed as an indicator of the overall intensity expected for development in that category recognizing that individual projects may be higher or lower in intensity.

New Public/Community Facilities

The following public/community facilities are envisioned for the Town Center District. These community-focused facilities help contribute to creating a sense of place in the Baileys Crossroads CBC.

1. *The Arts Center*- This is envisioned as a major arts and cultural facility for both the community and the county. The Arts Center should accommodate performances, exhibits, and classes, and should also serve as a community gathering space for meetings, lectures and other public events. It has the potential to become the urban design focal point for this area with signature architecture and a public plaza framing the building. It can be located strategically in the Town Center to take advantage of the surrounding open spaces, visibility from Leesburg Pike and South Jefferson Street, and the proposed transit stop along South Jefferson Street. The Arts Center can be developed as a private development project, as a public development project or as a public-private development project. The Arts Center could be two to three floors in height. Parking should be in structures beneath or behind the Arts Center.

2. *Transit Center (Multimodal Hub)* - The transit center will serve as a parking structure and transfer point for those using the Columbia Pike Transit Project and is proposed in the vicinity of the proposed transit stop along South Jefferson Street. The exact location, number of parking spaces, other amenities and funding for construction and maintenance is to be determined during the design and development phase of the Columbia Pike Transit Project. The transit center could also provide comfortable waiting areas, rest room facilities, community bulletin board areas facilities for short-term and long-term bicycle parking, including bike racks, bike share rental equipment, and locker/shower facilities. Opportunities for office and retail uses could be considered along with the transit center as part of a mixed-use development project.

3. *Airport Hangar Building Area* – The existing Airport Hangar building is located on the south side of Leesburg Pike and east side of Columbia Pike. One of the development options envisioned for this area is to accommodate the following types of shared public and privately-supported uses: active and/or passive open spaces that can also be used for outdoor concerts and community-serving events; indoor and/or outdoor recreation; adaptive reuse of the existing airport hangar structure as a mixed-use building which may contain recreational, community-related, small office and/or retail uses and spaces for art studios, community workshops etc. The redevelopment of the Airport Hangar Building Area could be four to six floors in height. Parking should be in structures beneath or behind the proposed buildings for the Airport Hangar Building Area.

TABLE 3 – Location, Land Use Mix Height and Density - Land Use Categories

LAND USE CATEGORY [1]	**LOCATION**	**LAND USE MIX, INTENSITY & MIX OF USES**	**FLOORS**
1.Urban Core Mixed-Use Area	In the central portion of the areas to the north of Leesburg Pike	Ground Floor –shop-front retail Upper Floors –residential & office 2 to 2.5 FAR	5 – 9
2.Urban Large Scale Retail	On the north side of Leesburg Pike	Ground Floor –shop-front retail Upper Floors – big box retail uses 1.5 to 2 FAR	3
3.Urban Core Residential/Neighborhood Retail	On the north and south side of Leesburg Pike along a new north-south linear park	Ground Floor – residential; office; retail Upper Floors – residential 1 to 1.5 FAR	4 – 6
4.Urban Center Mixed-Use (Type 1)	On the north side of Leesburg Pike, on the east side of Carlin Springs Road & south side of Leesburg Pike	Ground Floor –residential; office; retail Upper Floors –residential; office 1 to 1.5 FAR	4 – 6
5.Urban Center Mixed Use (Type 2)	On the north side of Leesburg Pike & west side of Carlin Springs Road	Ground Floor –residential; office; retail Upper Floors –residential; office 1 to 1.5 FAR	2 – 4
6.Urban Center Residential	On the north side of Leesburg Pike, south side of Leesburg Pike and east side of Columbia Pike	Ground Floor –office; retail Upper Floors – residential 0.5 to 1 FAR	2 - 4
7.General Urban	On the south side of Leesburg Pike, east side of Columbia Pike	Residential 0.5 to 1 FAR	3
8.General Urban (Office Option)	On both sides of Center Lane	Office 0.5 to 1 FAR	3
9.Village Commercial	On the south side of Leesburg Pike along both Columbia Pike & the realigned Seminary Road	Ground Floor –retail; office Upper Floors –residential; office; retail 0.5 to 1 FAR	2 – 4
10.Office Single-Use	On the south side of Columbia Pike & the east side of Carlin Springs Road	Office 1 to 1.5 FAR	6 – 8

1. Off-street Parking for Land Use categories 1 to 5, 10 should be included in structures beneath or behind the proposed buildings. Parking for Land Use categories 6, 7, 8 and 9 should be included in structures or surface parking lots behind the proposed buildings. If townhouse style development is proposed for Land Use categories 7 and 8, parking is self-parked, with space provided on each lot or in private garages, entered from behind the buildings.

A second development option envisioned for this area is to integrate this area into a mixed-use development with residential, retail, office and institutional uses. This development option can be developed as a private development project or as a public-private development project.

A third development option envisioned for this area is to consider this area for a potential transit operations facility for the Columbia Pike Transit Project. If this use were to occur, the existing hangar could be used as a support building for that facility, or could retain its mixed-use status with part of the structure serving the operations facility and part used for community-related services. If the operations facility does not occupy any portion of this area, no other industrial uses would be permitted here.

Building and Site Design

The building and site design should support the pedestrian realm to create a vibrant urban environment. The following recommendations address the location of buildings, building heights and building facades for the Town Center District.

Building Location - Streets which comprise the major organizational elements for the public realm are defined and framed through the location of buildings. By moving the building walls close to the street, a public space that is welcoming, interesting and invites walking can be created. Building wall locations have been identified for all streets in the Baileys Crossroads CBC Town Center District; these are called build-to lines. The build-to line is a theoretical line on the ground indicating where the facades of buildings should be located. The line ensures that the ground floors of all buildings on a block are in line with each other at the edge of the streetscape. Exceptions to the build-to line may occur where plazas, pocket parks, or spaces for public art are located. The build-to line generally applies to the podium (or base) of the building structure and excludes building towers, which may be set back further to allow for light and air to reach the street. Table 4 shows the recommended build-to lines in the Baileys Crossroads CBC Town Center District. The build-to line is also shown in the various streetscape sections in the Streetscape Classification and Design section of the Town Center District recommendations as the building wall line.

Building Height - Building heights are planned to be greatest in the Town Center District (nine floors) in the central portion of the land units on the north side of Leesburg Pike. The recommended building heights along Leesburg Pike and along Columbia Pike are generally three to four floors. Along the northern and southern edges of the Town Center District, the building heights are two to three floors at the edges of the properties, adjacent to (and compatible with) existing residential neighborhoods.

TABLE 4 - BUILD-TO LINE TABLE

Recommended Street	**Recommended Distance from the edge of the curb**
Local Street #1	20 Feet
Local Street #2	12 Feet
Leesburg Pike	26 Feet
Columbia Pike	22 Feet
South Jefferson Street	20 Feet
Seminary Road	15 Feet
Carlin Springs Road	22 Feet
Gorham Street	16 Feet
Mixed Use Boulevard	20 Feet
Linear Parkway	23 Feet

Note: The build-to line is measured from the edge of the curb for the street along which the building is located. The build-to lines should also conform to the applicable Zoning Ordinance Regulations.

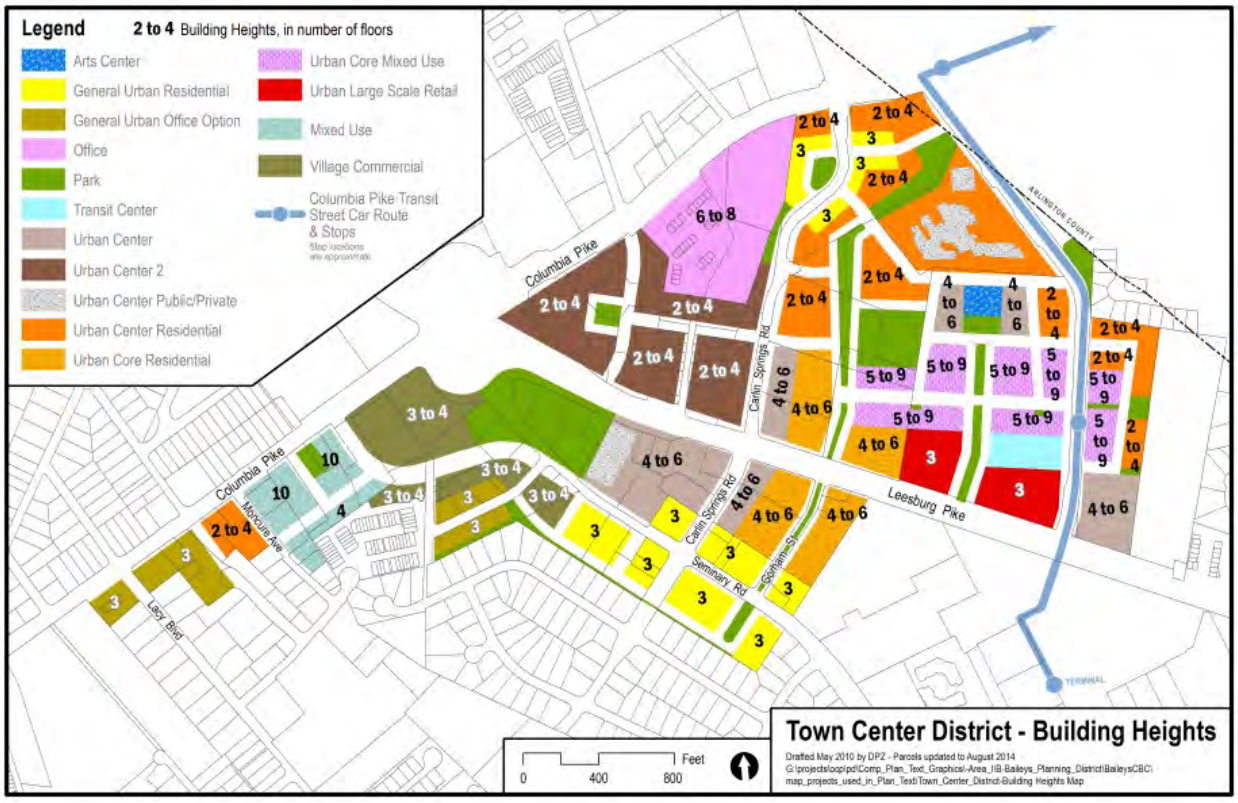
Map 6 shows the recommended Building Heights in the Baileys Crossroads CBC Town Center District. Building heights should follow the recommended building heights unless otherwise specified in the land use guidance of the individual sub-units

Building Facades - Building facades are building walls, entrances, shop fronts and office windows, as well as outdoor cafes and other seating areas along the buildings that create a public face for each street and largely contribute to the image and character of each neighborhood. The following guidance is provided for building facades in the Baileys Crossroads CBC Town Center District:

- Create a positive spatial relationship between the building and the street with the building location, orientation and placement with respect to the street, the building scale including height, mass and setbacks, the building form including fenestration, façade articulation, architectural design features, building details, distinctive features and roof forms.

- Establish a pedestrian-scale relationship to the street by accommodating entranceways, browsing zones for window shopping, arcades, sidewalk cafés and other urban design amenities.

- Avoid long expanses of blank walls or facades on main pedestrian, bicycle, or vehicular thoroughfares.



MAP 6

- Use similar exterior lighting for individual buildings or projects throughout the CBC. Such lighting should be designed to maintain the overall character and quality of the area and to provide adequate lighting levels that ensure public safety without creating glare, wasted light, or light spillage into neighboring residential areas.

- Use building-mounted signs or monument-style ground-mounted signs incorporated within a planting strip as appropriate.

- Accommodate telecommunications antennas and equipment cabinets in a way that is compatible with the building's architecture and conceals the antennas and equipment from surrounding properties and roadways by flush mounting or screening antennas and concealing related equipment behind screen walls or building features.

Figure 14 shows elements of building and site design including building location, build-to lines, building height and building facades envisioned for the Town Center District.

FIGURE 14 - ELEMENTS OF BUILDING AND SITE DESIGN

BUILDING LOCATION/ BUILD TO LINES

BUILDING HEIGHT AND BUILDING FAÇADE

STREET CLASSIFICATION AND DESIGN

Although Fairfax County has in the past used the traditional nomenclature of principal arterial, minor arterial, collector and local streets to functionally classify streets and highways, a parallel, urban design oriented nomenclature is also used for classification purposes and to describe the urban design function of these streets.

Map 7, entitled Classification for Streets – Town Center District, illustrates the traditional and the re-envisioned functional classifications for the Town Center District in the Baileys Crossroads CBC.

Streetscape Design

The urban design classifications are applied to the existing and new streets in the Town Center District in the Baileys Crossroads CBC and the streetscape sections (Figures 15-22) for the each street type includes the following:

Curb-to-curb area consists of travel lanes, turn lanes, on-street parking, bike lanes and medians. Note: *The curb-to-curb area descriptions for each street type are included in the Transportation section of the area-wide guidance.*

Streetscape zones are the areas on either side of the curb-to-curb area. The streetscape zone is composed of the following three zones:

- The *landscape amenity panel* is located next to the curb and includes trees, lighting, bus stops/shelters, bicycle racks, parking meters, traffic signs, refuge strips, and other urban infrastructure.

- The *sidewalk* is reserved for uninterrupted pedestrian movement and should not contain any street furniture.

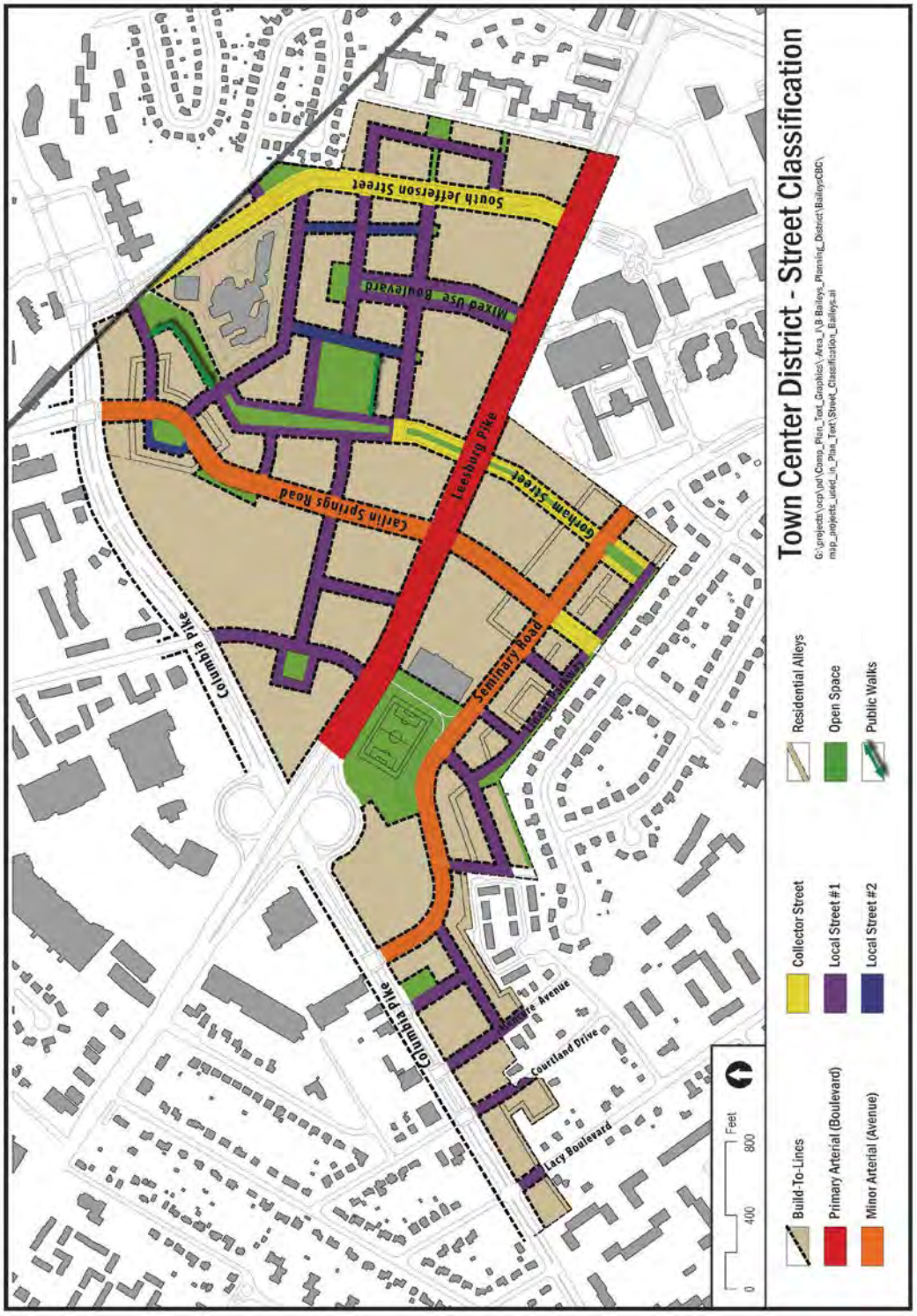
- The *building zone* is located between the sidewalk and the building facade. The character of the building zone is determined by the adjacent land use. When ground level retail is provided in a building, a portion of the building zone could be used for retail browsing or outdoor dining.

Since the streets within the Town Center District are intended to serve the dual function of providing access while, at the same time, contributing to the pedestrian and open space quality of the area, guidance for achieving that objective is included below for the existing and planned streets in the Town Center District.

Primary Arterial Streets (Boulevard)

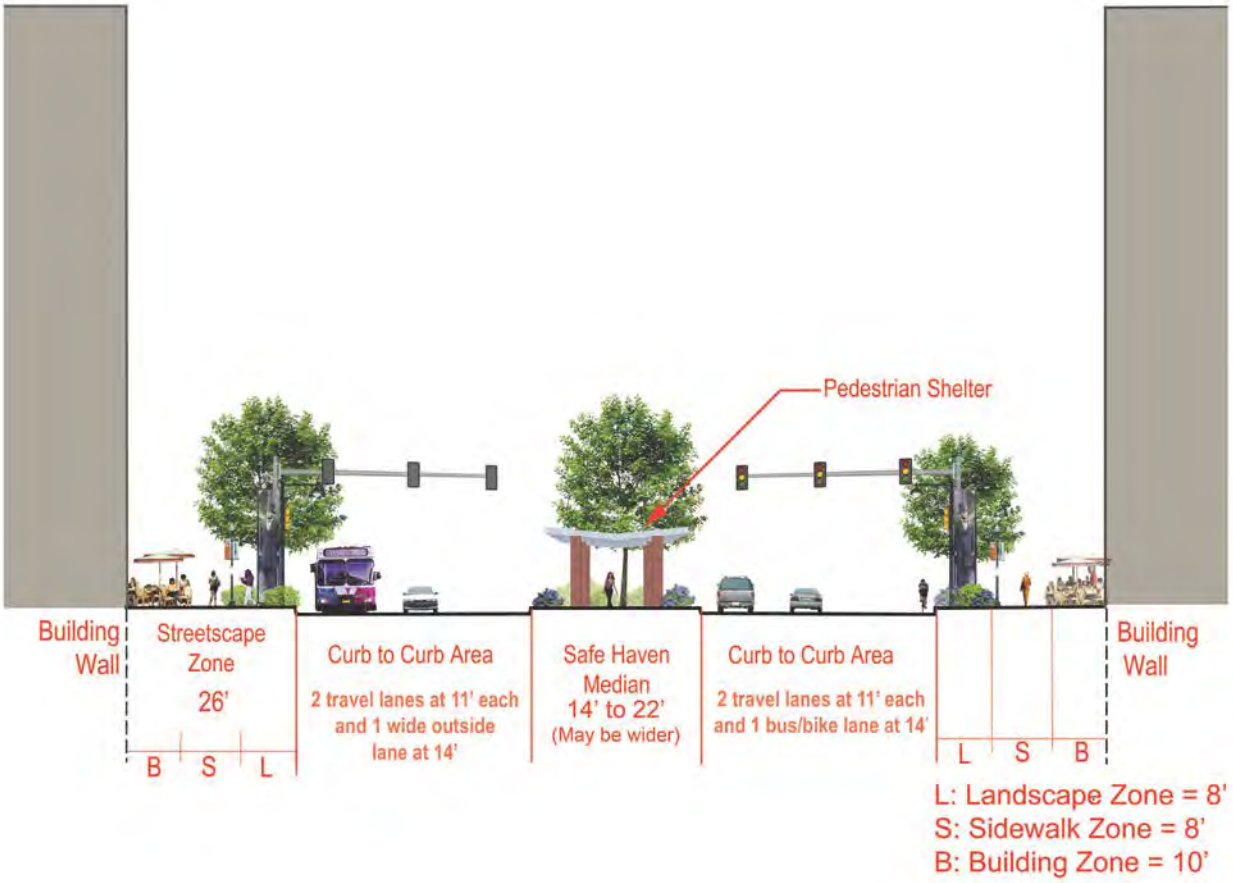
1. Leesburg Pike – Leesburg Pike is envisioned as a ceremonial corridor. The street is designed to provide wide planting areas to buffer the pedestrian-oriented sidewalks from the traffic lanes. Entrances for larger retail business, as well as office and residential buildings, are envisioned along Leesburg Pike and are intended to enliven the pedestrian areas. The key north-south pedestrian crossing for the Baileys Crossroads CBC is planned for the intersection of Leesburg Pike and Gorham Street. This intersection is planned as a pedestrian crossing with a wide, landscaped safe-haven median. This planted central median will allow for wide pedestrian safe havens at each of the boulevard's crosswalks. The urban design concept envisions the use of commemorative elements as part of the Leesburg Pike streetscape. (For example, lighted graphic pylons could be used to commemorate President Abraham Lincoln's Grand Review of Union troops at Baileys Crossroads on Leesburg Pike). Figure 15 shows the Leesburg Pike streetscape section.

2. Columbia Pike - Columbia Pike will define the northwestern edge of the Baileys Crossroads area. Columbia Pike will visually improve with the establishment of a clear build-to line up to the sidewalk edge, to create a streetwall for the various uses occurring in this location. Streetscape improvements along Columbia Pike will respond to the variety of conditions found along its length.



CLASSIFICATION OF STREETS – TOWN CENTER DISTRICT **MAP 7**

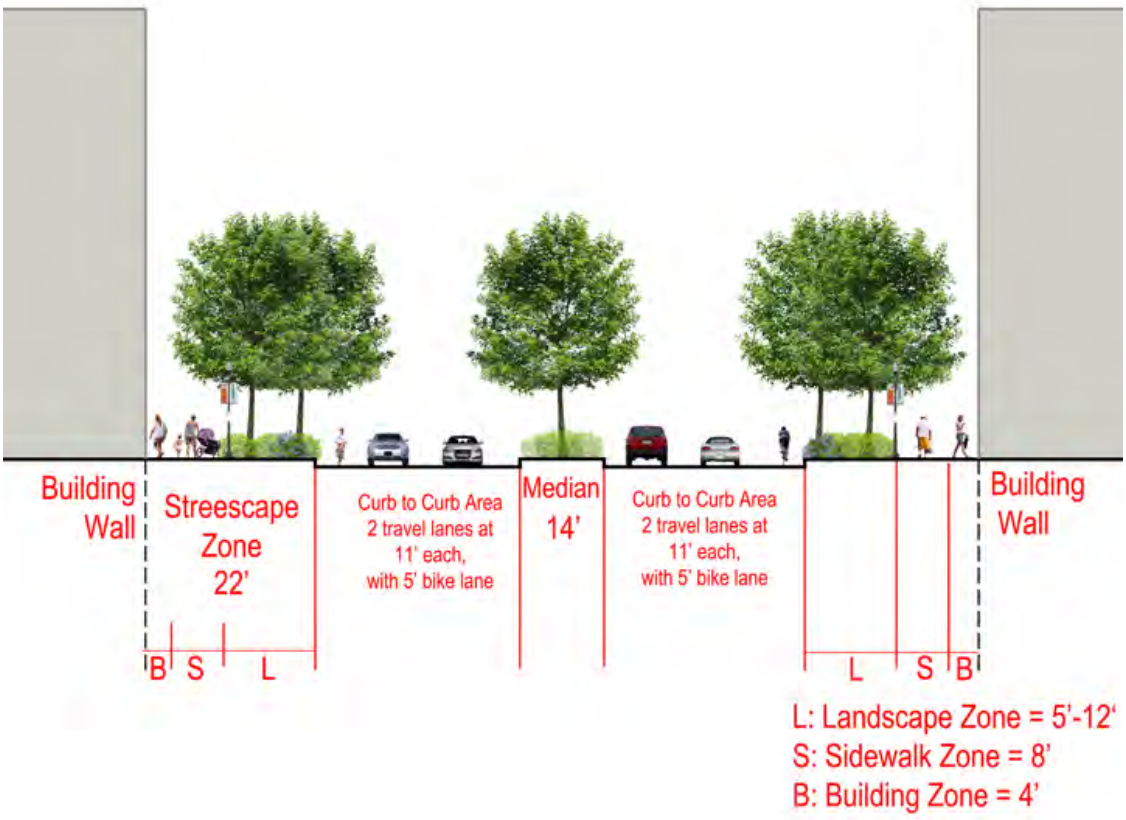
FIGURE 15 - LEESBURG PIKE STREETSCAPE SECTION



Minor Arterial Streets (Avenue)

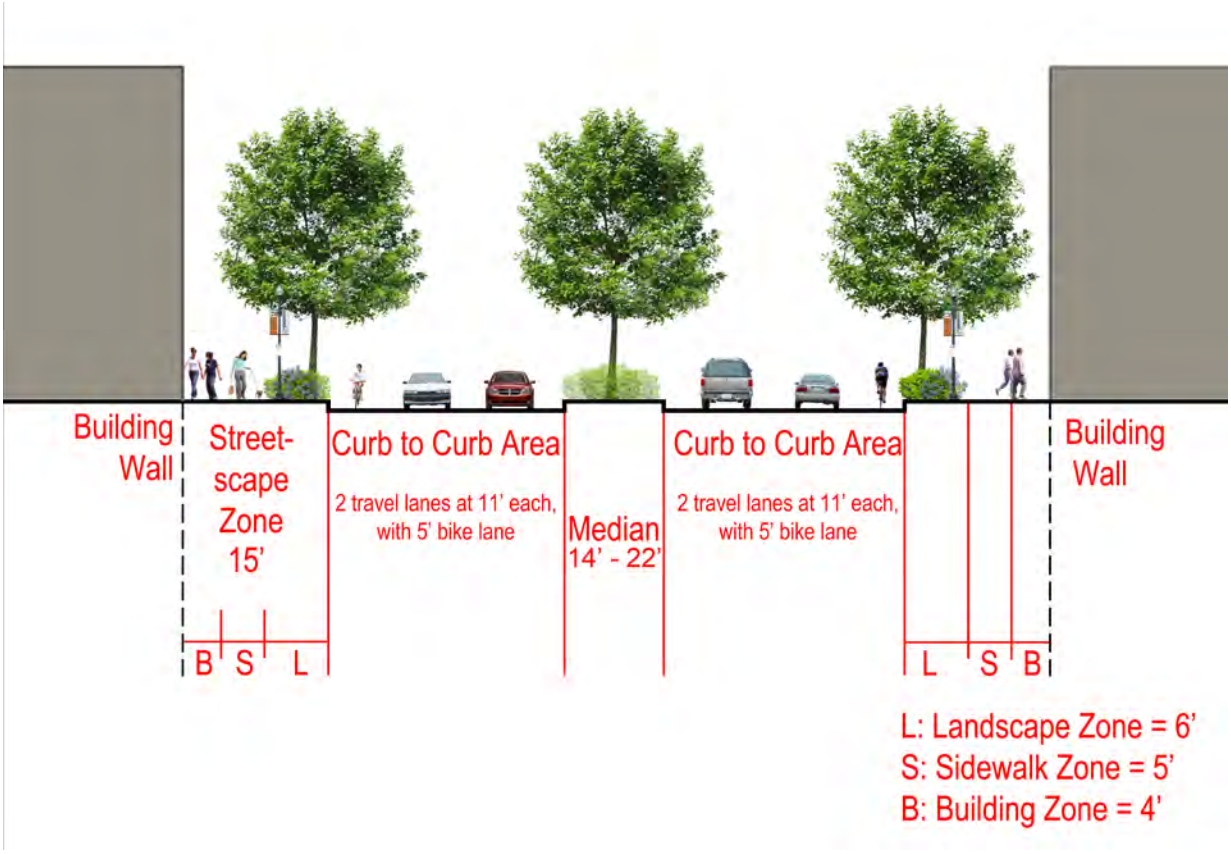
3. Carlin Springs Road - Carlin Springs Road is envisioned to become a primarily residential thoroughfare bordered by buildings of varying scales, although at both its northern (Columbia Pike) and southern (Leesburg Pike) ends, retail and office uses are envisioned. Figure 16 shows the Carlin Springs Road streetscape section.

FIGURE 16 - CARLIN SPRINGS ROAD STREETSCAPE SECTION



4. Seminary Road - One of the major recommendations envisioned for the Baileys Crossroads CBC is the realignment of Seminary Road to allow for a better and full connection to Columbia Pike at a new signalized intersection. This change will greatly facilitate local and regional traffic movements. Internal streets will handle all parking and service access for uses facing Seminary Road to allow this thoroughfare to handle vehicular and bicycle through-traffic without disruption. Figure 17 shows the Seminary Road streetscape section.

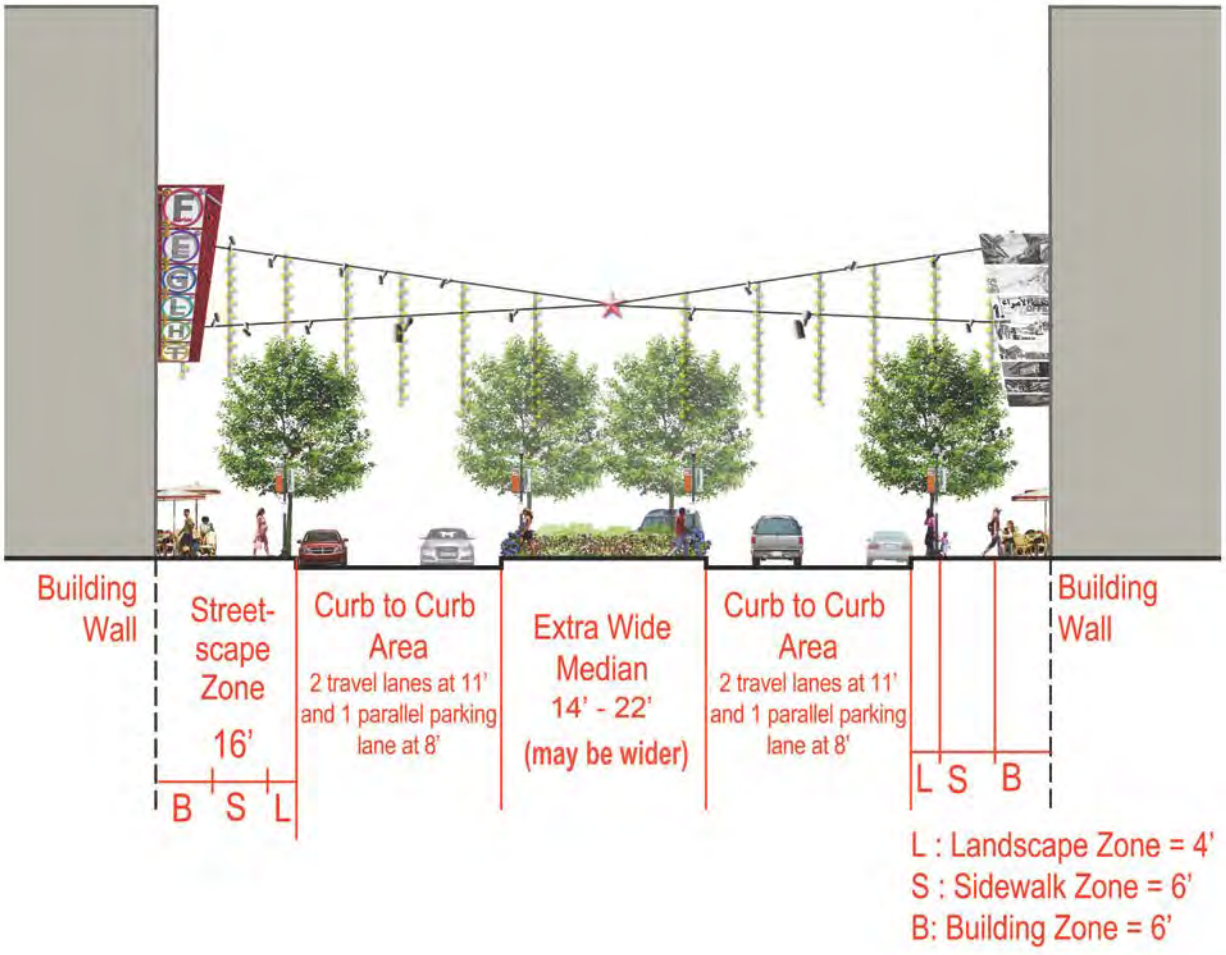
FIGURE 17 - SEMINARY ROAD STREETSCAPE SECTION



Collector Streets (Collector)

5. Gorham Street - Gorham Street is planned as a key part of the north/south pedestrian and open space system. This north south system will connect Columbia Pike north of the town center, through the town center and its mixed-use areas, down through Baileys Crossroads to the residential neighborhoods south of Leesburg Pike. The key north-south pedestrian crossing for the Baileys Crossroads CBC is planned for the intersection of Leesburg Pike and Gorham Street. Gorham Street is planned to have the potential of being a shopping and service street for those neighborhoods south of Leesburg Pike. It is designed as a slower traffic, pedestrian-oriented street with a wide, accessible, and landscaped central median. Figure 18 shows the Gorham Street streetscape section.

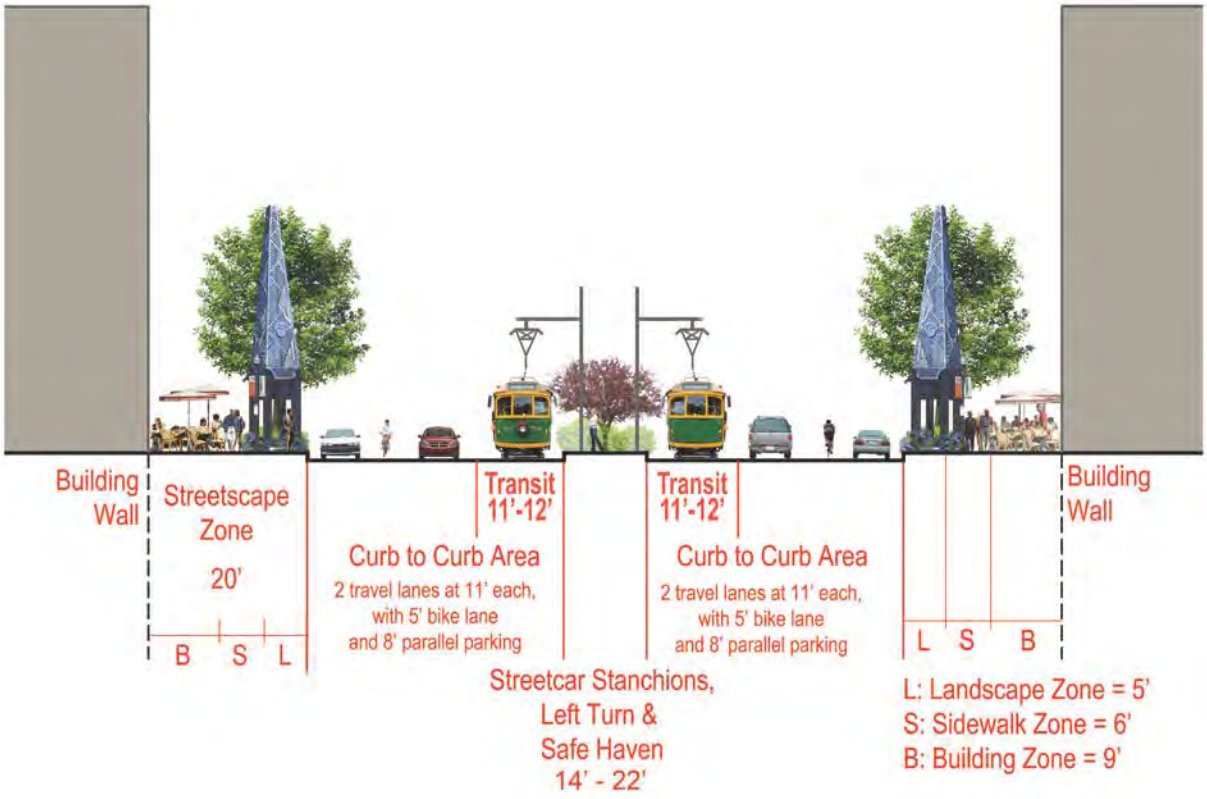
FIGURE 18 – GORHAM STREET STREETSCAPE SECTION



Streetcar Streets (Collector)

6. South Jefferson Street - South Jefferson Street is designated as the location for the Columbia Pike Streetcar extension, planned to connect Columbia Pike in Arlington County to the Skyline Center complex development. The Pike Transit Initiative plans call for the retention of the central median as well as two existing travel lanes on each side. South Jefferson Street is envisioned to become a complete street, incorporating the streetcars, all manner of vehicles and bike lanes on both sides of the street. South Jefferson Street will become one of the busiest pedestrian-oriented mixed-use streets in Baileys Crossroads and will incorporate the multi-modal bus, bike and streetcar Transit Center at its core. South Jefferson Street follows the original alignment of the Federal District Line as laid out by George Washington and Benjamin Banneker and contains one of the original sandstone Federal District Markers within its median. The history of the Federal District Marker may be incorporated into future streetscape elements for this street. Figure 19 shows the South Jefferson streetscape section. The final street cross section for South Jefferson Street will be determined during the design and development phase of the Columbia Pike Streetcar project.

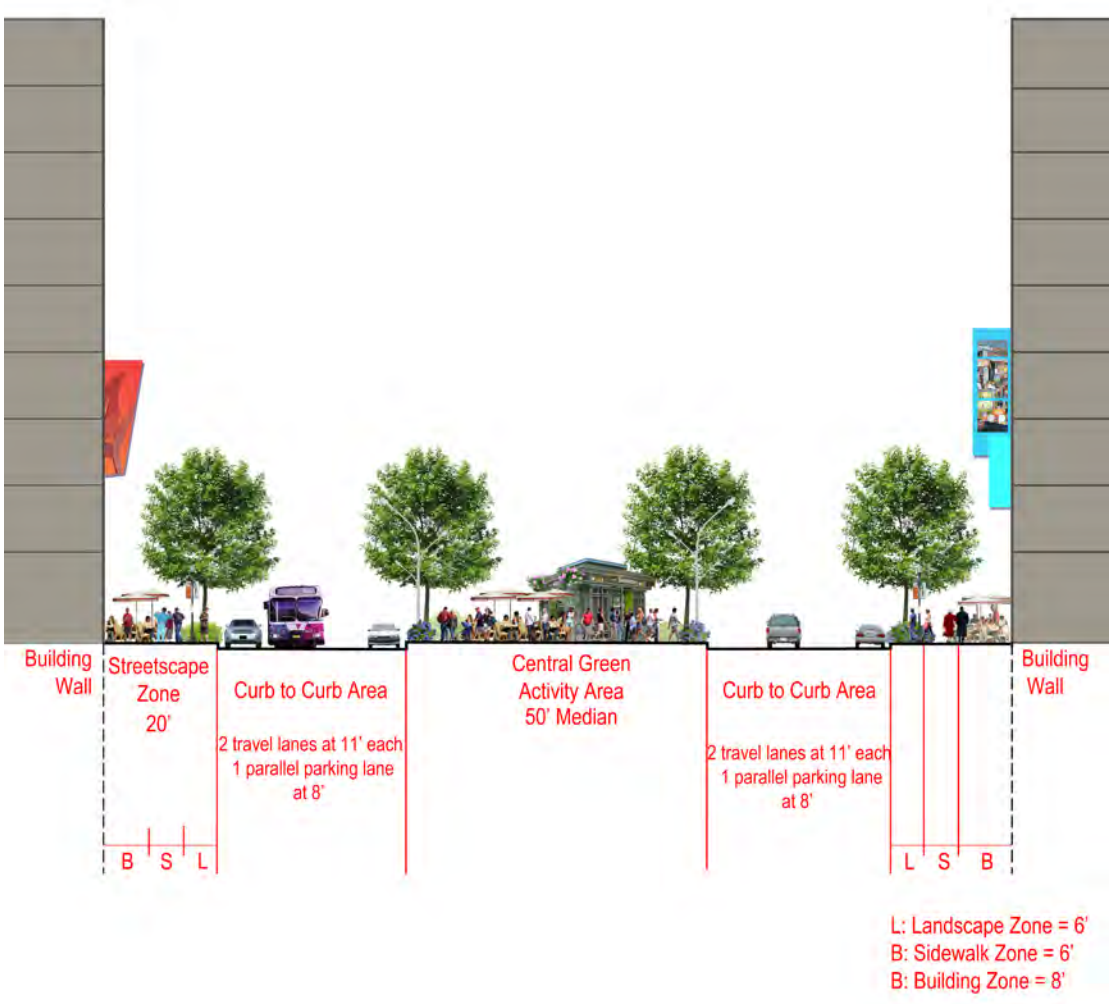
FIGURE 19 - SOUTH JEFFERSON STREET STREETSCAPE SECTION



Local Mixed-Use Street (Local)

7. Local Mixed-Use Street - The mixed-use street is envisioned to be the focal point of the Town Center District, surrounded by residential, office, retail and cultural uses in buildings ranging in height from 5 to 9 stories. The central green for this street will provide a major green space amenity for the Town Center, featuring a variety of walks and gardens as well as play areas, outdoor cafes and public art installations. Figure 20 shows the mixed-use street streetscape section.

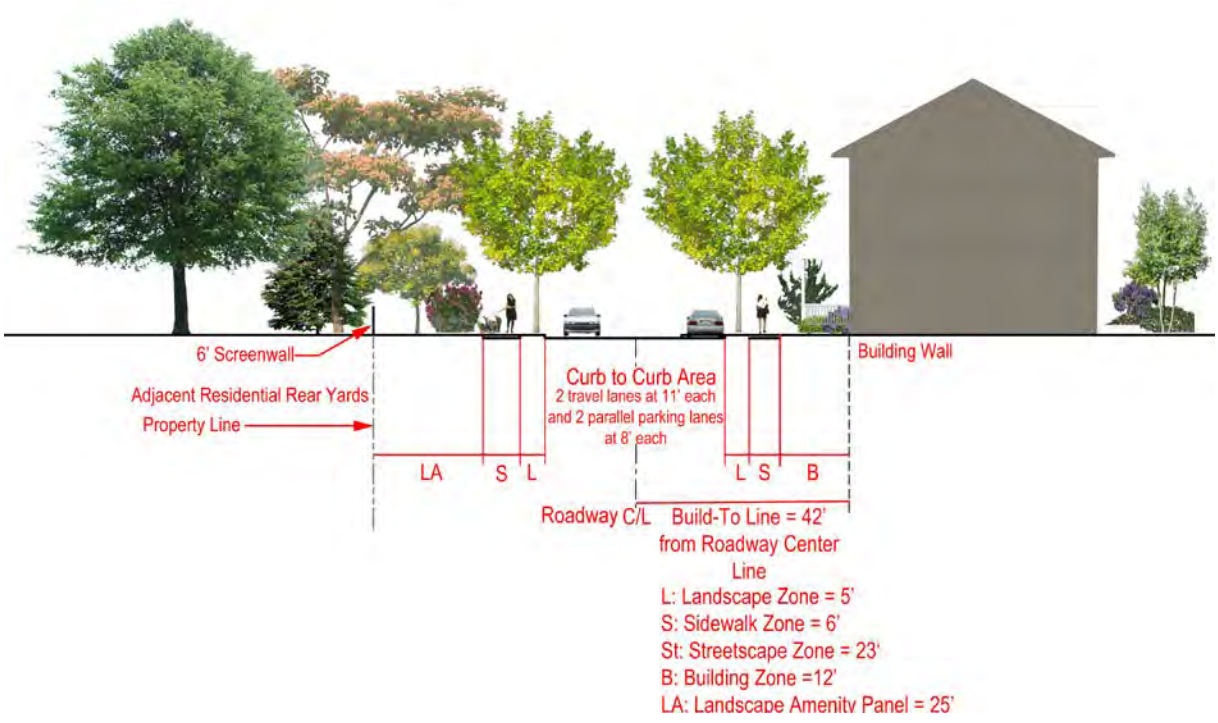
FIGURE 20 – LOCAL MIXED-USE STREET



Local Street with Linear Park (Local)

8. Street with a Linear Park - A street with a green, linear park is envisioned as a transition space and amenity for the single-family residences facing Paul Street and the General Urban (townhouse) neighborhood planned for both sides of Seminary Road. In addition, this street serves as an open space connection to village scale development on the south side of Leesburg Pike and to streets connecting to Leesburg Pike. Figure 21 shows the Street with a linear park streetscape section.

FIGURE 21 – STREET WITH A LINEAR PARK STREETCAPE SECTION



Local Street – Type 1 & 2 (Local)

9. Local Street - These planned local streets will provide most of the connectivity throughout Baileys Crossroads This street type will work well for both commercial and residential areas. This street type will accommodate only the slowest vehicular traffic, and will provide safe access particularly in residential areas and between quiet residential and busier commercial locations. Please see Figure 22 for two types of typical Local Street streetscape sections (Local Street 1 and Local Street 2). Local Street 1 is envisioned to be wider than Local Street 2. Local Street 2 is envisioned to provide connections for small segments of the envisioned street network.

FIGURE 22 – LOCAL STREET STREETSCAPE SECTION (LOCAL STREET TYPE 1)

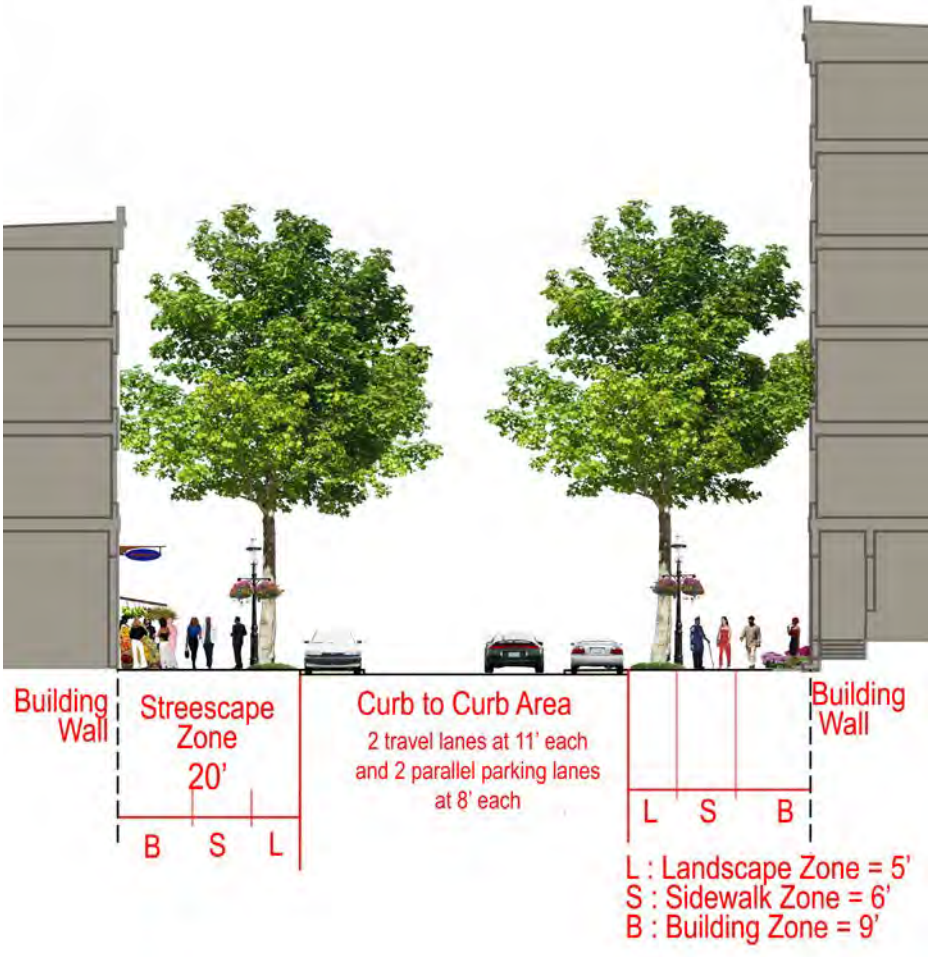
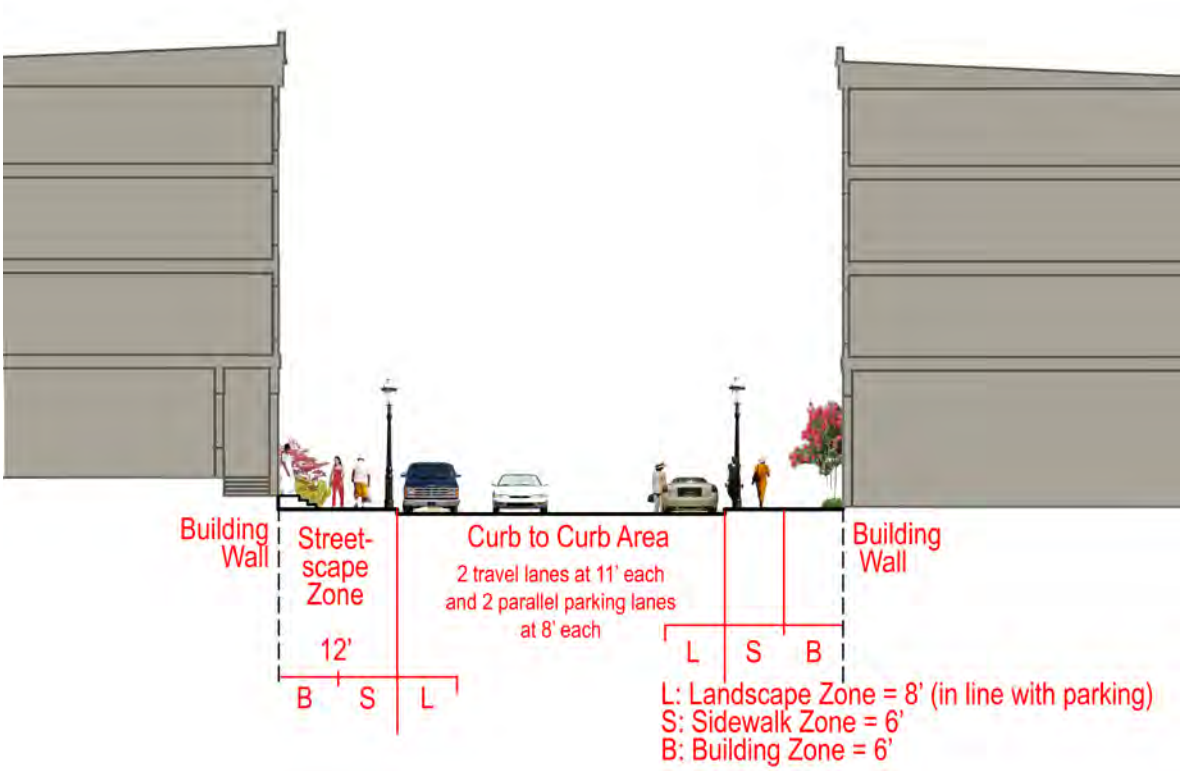


FIGURE 22 – LOCAL STREET STREETSCAPE SECTION (LOCAL STREET TYPE 2)



Service Streets

10. Service Streets – Service streets are an essential component for creating successful complete streets since they provide safe corridors for access to parking, alternative bike routes, service access, etc. Twenty-four to thirty-foot-wide service streets are recommended to accommodate parking access, possible trash pick-up for the residential areas and commercial service access for the mixed-use areas.

A streetscape section has not been provided for this street type because the appropriate street section will be developed based on its proposed function (parking access or commercial access). The street section for the service streets should be reviewed on a case-by-case basis during the development review process.

Streetscape Design Flexibility

It should be noted that, from time to time, varying site conditions may require some flexibility with regards to the above street guidelines. While the parameters described above are the goal for each street type, the intent is to create streets that can comfortably accommodate a variety of pedestrian and vehicular uses. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements. In order to address these site constraints, the following minimum streetscape zone dimensions in Table 5 should be followed and should be reviewed on a case-by-case basis:

TABLE 5– MINIMUM DIMENSIONS FOR STREETSCAPE ZONE ELEMENTS

Street Type	Streetscape Zone		
	Landscape Amenity Panel[1]	Sidewalk	Building Zone
Boulevard	6 feet	6 feet	6 feet
Avenue	5 feet	6 feet	6 feet
Collector	4 feet	5 feet	5 feet
Local	4 feet[2]	5 feet	5 feet

1- A five-foot clearance zone is required between the curb and the trees.

2- Due to site constraints, the landscape amenity panel may be combined with elements within the curb-to-curb area like on-street parking.

OVERALL CONNECTIVITY

Map 8 shows the overall connectivity concept for the Town Center District in the Baileys Crossroads CBC that shows the planned and existing streets, planned and existing pedestrian crossings, the potential locations of the Pike Transit Initiative transit stops and potential gateway locations.

TOWN CENTER DISTRICT PARKS AND RECREATION

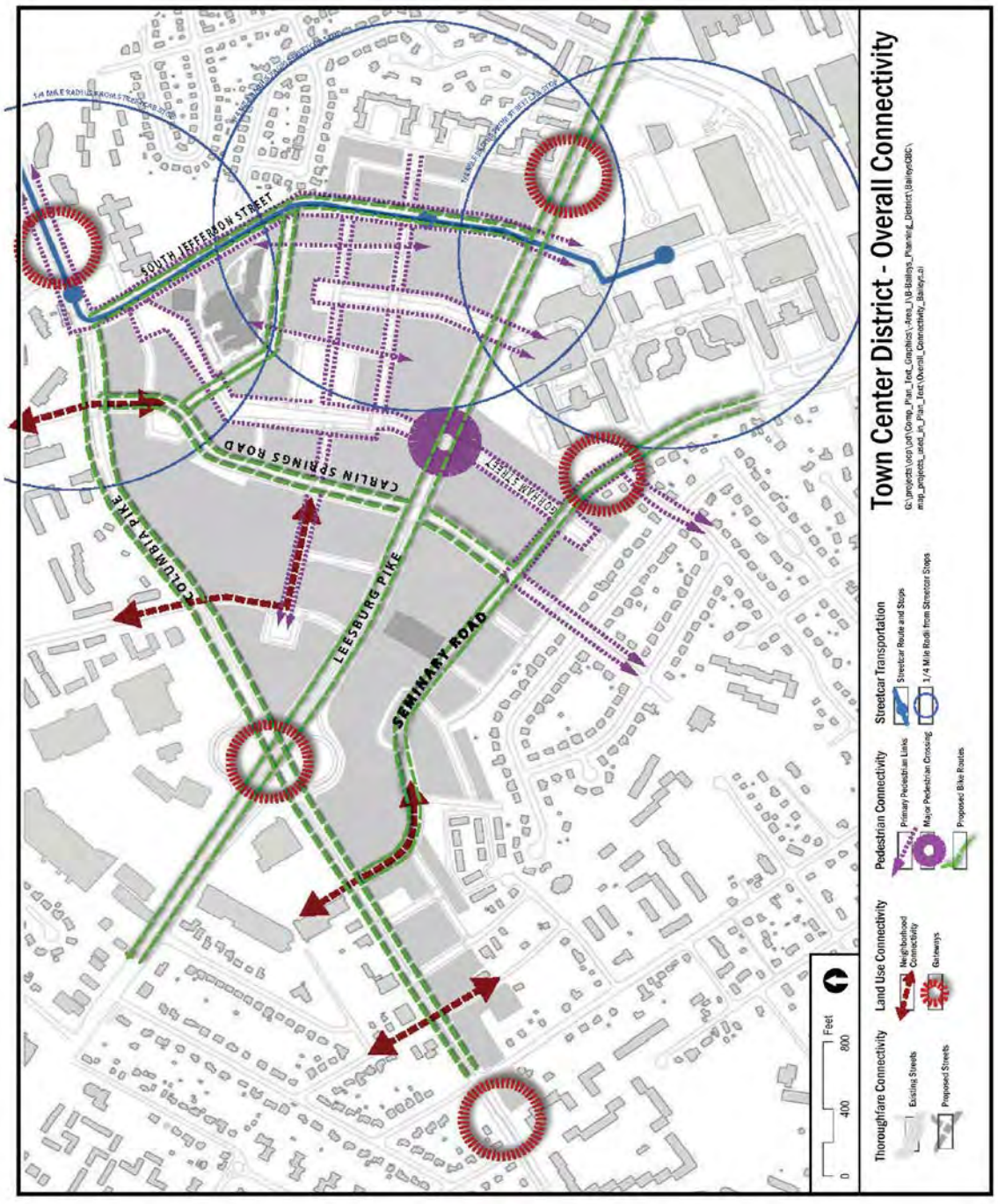
Parks Vision for the Town Center

The vision for the Baileys Town Center District calls for a system of small urban parks and linear greenways that distributes open space throughout the district. As a unifying land use element, the green network will include gathering places that support community building events, provide recreation and leisure opportunities, and create an oasis of green, natural areas in an intensely urban environment. Parks will contribute to a sense of place for the Baileys Town Center District.

The network will increase publicly-accessible park acreage to be consistent with the urban park service level standard of 1.5 acres per 1,000 residents and 1.0 acre per 10,000 employees, as modified by the Fairfax County Park Authority. Population-based service level standards adopted as part of the Parks and Recreation section of the Policy Plan element will guide the service level enjoyed by residents, workers and visitors to Baileys who will have a full range of leisure opportunities within convenient distances. Based on the growth projections in the Baileys Town Center District, redevelopment should provide a combination of urban parks, fields, playgrounds, multiuse courts, indoor recreational space and trails and connections to satisfy the service level standards for the Town Center District.

While facility service level standards relate to the residential population projections, urban parks and recreation facilities also serve employees and visitors. For instance, corporate-based softball teams and places for informal pick-up games during lunch or after work enhance the appeal of an area to corporations. The inclusion of space for special community events or informal social gatherings also benefits workers and visitors as well as residents.

The urban park and recreation needs of the Town Center District can be achieved on multiple levels including private and/or publicly accessible indoor facilities that serve residents



MAP 8

OVERALL CONNECTIVITY CONCEPT – TOWN CENTER DISTRICT

and employees, publicly-accessible private outdoor facilities such as courts, playgrounds and fields and publicly provided facilities.

Park Network Concept for the Town Center District

A diverse network of pocket parks, common greens, plazas and recreational parks ranging in size, function and character should be well distributed, designed and located throughout the Town Center and linked to supporting linear spaces. Locating parks adjacent to residential uses and integrating them into mixed-use developments will enhance these uses by providing common outdoor spaces. Connections will be supported by pedestrian ways, transit, bike trails and streetscape to enhance the quality of the public realm. The overall park system is envisioned to build on the foundation of centralized linear green boulevards and the creation of new urban parks. The total acreage of urban parks envisioned for the Town Center District, based on urban parkland standard is approximately 15 acres.

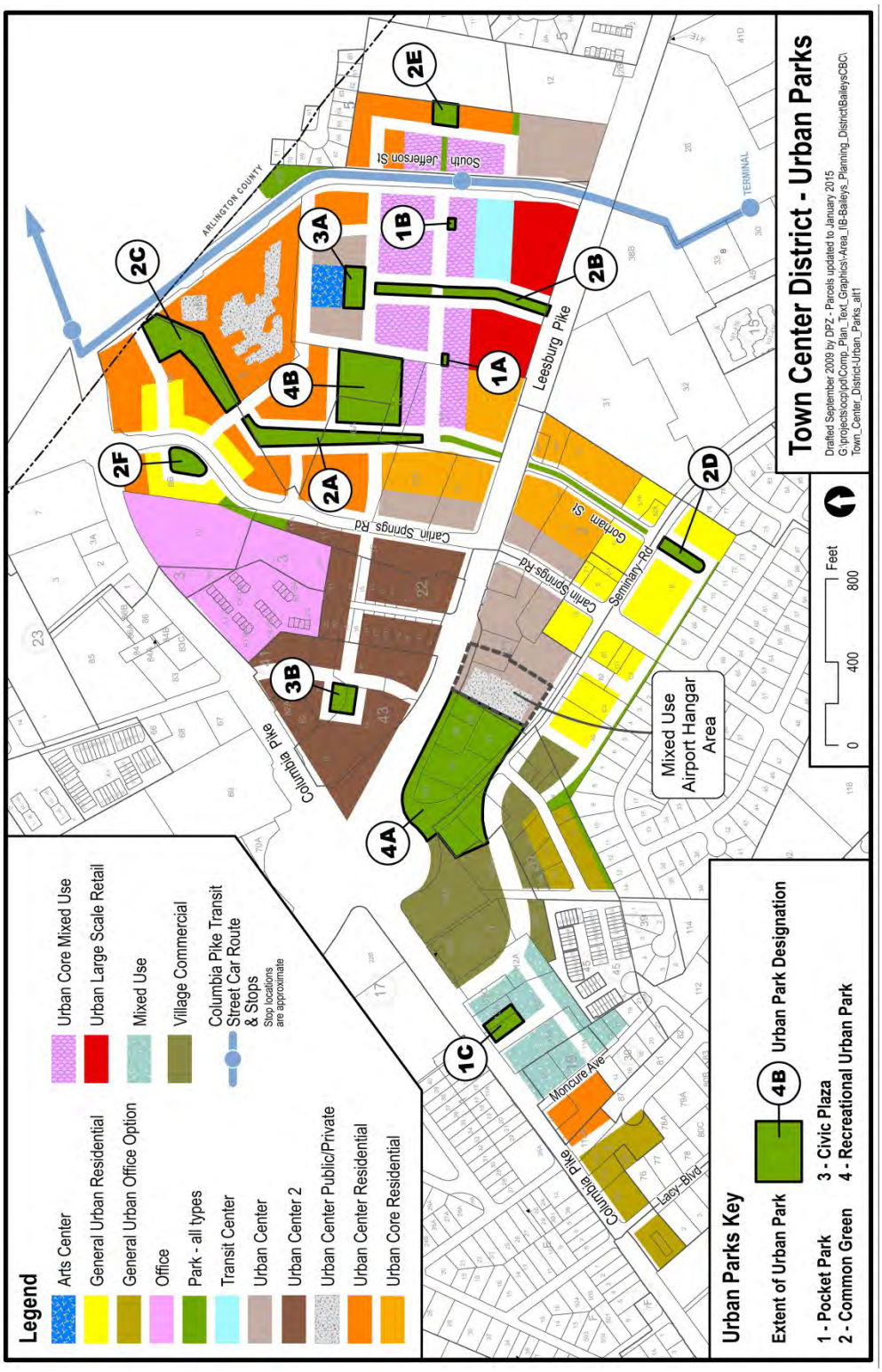
Map 9 shows the Urban Parks for the Town Center District. These parks can be classified as pocket parks, common greens, civic plazas and recreational urban parks according to the Urban Park Framework, as modified by the Fairfax County Park Authority and described in the area-wide guidance. Detailed descriptions and sizes of the above planned urban parks are included in the individual sub-units in the Land Unit Recommendations section.

In addition linear green spaces are recommended as a series of boulevard greens that will serve in a similar way as a common green park, but will be narrower and located along newly created streets. These park strips will provide a visual relief to the landscape and space for casual enjoyment of the outdoors. These spaces are not envisioned to be enhanced medians or wide grass panels but should visually and physically link adjacent uses and be safely located, comfortable and inviting to potential casual users.

TOWN CENTER - LAND UNIT RECOMMENDATIONS

The land unit recommendations for the Town Center District provide a framework for consistency with the land use concept. The individual sub-unit guidance includes the approximate maximum development potential for the recommended uses. The maximum development potential for each sub-unit can be achieved provided the required road dedications, affordable housing and the envisioned public and institutional uses for each sub-unit are provided. Development within each sub-unit should provide urban park spaces that are consistent with the park network concept, meet the urban park service level standards and contribute to district recreation needs.

Since the individual sub-units within the Town Center District consist of large parcels, it is possible that the redevelopment of these sub-units will occur in phases. Opportunities for optional development may also arise depending on the market needs and/or when opportunities for coordinated development become available. Opportunities for consolidation of one or more individual sub-units may also become available depending on market needs. The guidance below provides recommendations to address such opportunities for redevelopment.



TOWN CENTER DISTRICT PARKS **MAP 9**

GENERAL GUIDELINES

Phasing of Development

If phasing of redevelopment of the individual sub-units in the Town Center District is proposed, it is recommended that the areas along Leesburg Pike and other existing streets in the Baileys Crossroads CBC develop first because of their visibility unless otherwise specified by the land use guidance of the individual sub-units. For Land Unit A, once the redevelopment along Leesburg Pike is accomplished for the individual sub-units, the second phase of redevelopment is recommended for the higher density land uses to the north of the land uses along Leesburg Pike because these land uses would offer the greatest opportunity for density in the vicinity of the transit stops providing space for offices, residences, and ground floor retail. The third phase of redevelopment is recommended for the remaining land uses along the northern portion of the individual sub-units. For Land Unit B, once the redevelopment along Leesburg Pike is accomplished for the individual sub-units, the second phase of redevelopment is recommended for the remaining land uses along the southern portion of the individual sub-units.

For sub-units owned by a single entity, further consolidation would not be required. Incremental development would likely occur and development phasing would be influenced by current lease agreements, and how these phases might occur in order to allow for the definition of a coherent and economically feasible development strategy.

If phasing of redevelopment is proposed for sub-units owned by a single entity, the development proposals for these sub-units should include a phasing plan that provides for incremental development or independent developments within the sub-units. The phasing plan should ensure that these developments will be compatible with the future development within these sub-units and the existing or planned development of adjacent sub-units; the minimum amount of parks, required road dedications, affordable housing and the envisioned institutional uses for each sub-unit are provided as part of the phasing plan; coordinated phasing of improvements as needed between the independent or incremental developments can be achieved. A minimum parcel size of two acres is recommended for incremental or independent developments within the individual sub-units.

When redevelopment is proposed for sub-units owned by multiple entities, the development proposals for these sub-units should include a phasing plan that provides for incremental development or independent developments for individually owned parcels within the sub-units. The phasing plan should ensure that these developments will be compatible with the future development within these sub-units and the existing or planned development of adjacent sub-units; the minimum amount of parks, required road dedications, affordable housing and the envisioned institutional uses for each sub-unit are provided as part of the phasing plan; coordinated phasing of improvements as needed between the independent or incremental developments can be achieved. The minimum parcel size for incremental or independent developments within individual sub-units for parcels owned by multiple entities should be determined on a case-by-case basis to ensure that the above criteria can be met. Consolidation and/or Coordinated development for all the individually owned parcels is highly encouraged to spur redevelopment of the individually owned parcels within a sub-unit.

Optional Development

The land use guidance for the individual sub-units recognizes that achieving the vision for the Baileys Crossroads CBC will be a long-term process and it may not always be feasible for the development to follow the land use concept due to market needs. Therefore, the guidance

includes flexibility for optional development. Development proposals for these optional developments should be reviewed on a case-by-case basis and should be considered only if the following conditions are met:

- The overall maximum development potential for individual uses for the individual sub-units is not exceeded;

- Development is consistent with the intent and vision of land use guidance of the individual sub-units in the Town Center District, compatible with the development on adjacent properties and consistent with the overall intent of the land use concept for the Town Center District to achieve a desired urban form and mix of uses;

- Appropriate transportation studies addressing the impacts of the optional development are submitted;

- Build-to lines and heights are consistent with the build-to lines and heights specified in the land use concept for the Town Center District; and

- Appropriate public benefit features like the minimum amount of parks, required road dedications, affordable housing and appropriate institutional uses for each sub-unit are provided.

Full Consolidation Option

A full consolidation option is planned for consolidating Sub-units A-6 and A-7 in Land Unit A and Sub-units B-4 and B-5 in Land Unit B. The full consolidation option will include additional heights for the buildings compared to the recommended building heights for the individual sub-units and will include additional flexibility regarding the location of the mix of uses and green areas within the consolidated sub-units.

The planned development potential for the consolidated sub-units will be the combined development potential of the individual sub-units and will not include additional development potential for the consolidated sub-units.

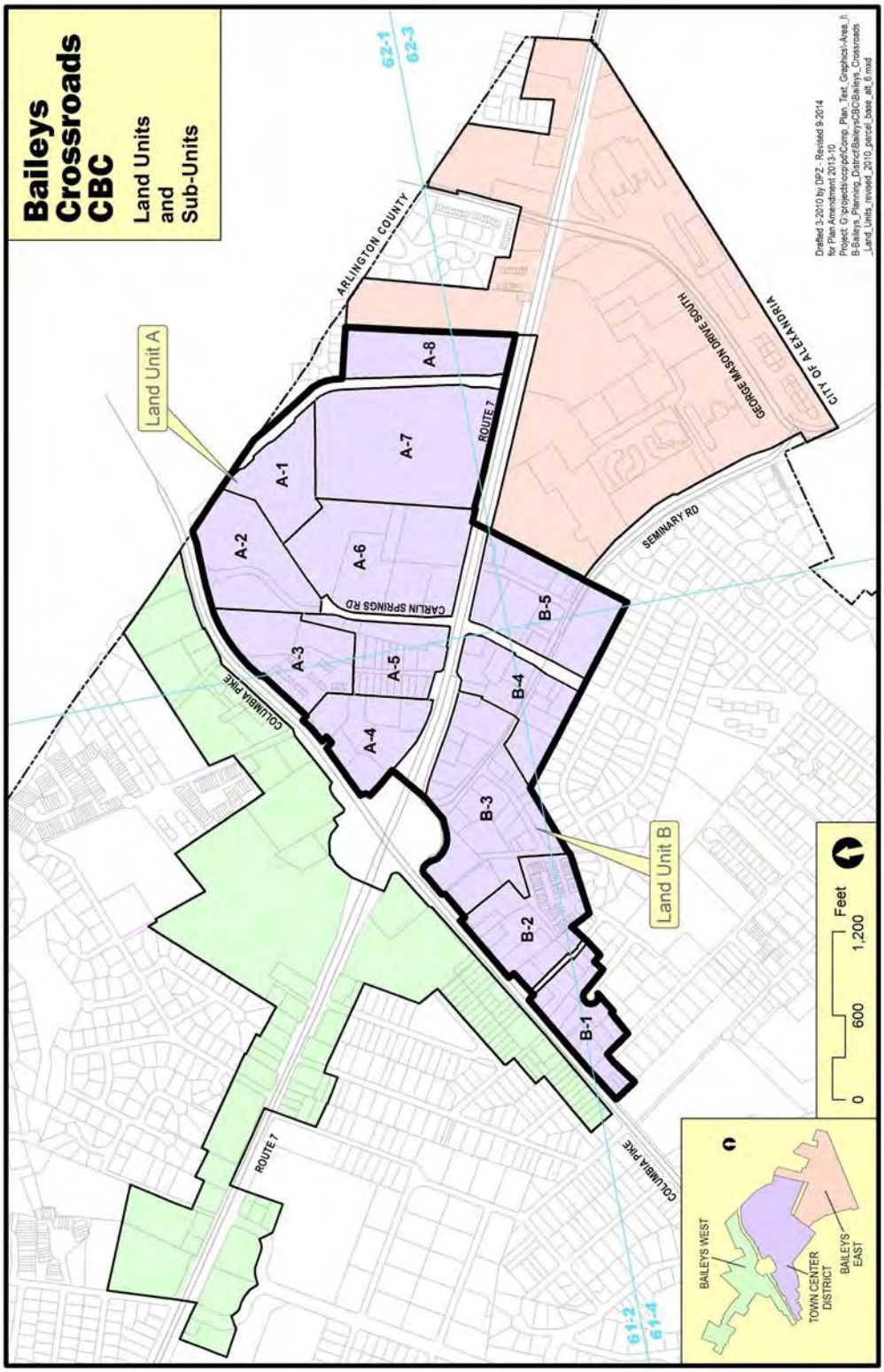
Full consolidation options can also be explored for other sub-units in the Town Center District wherever feasible.

Map 10 shows the sub-units for the Town Center District and Map 11 shows a combined map of the sub-units and the land use categories for the Town Center District.

LAND UNIT A

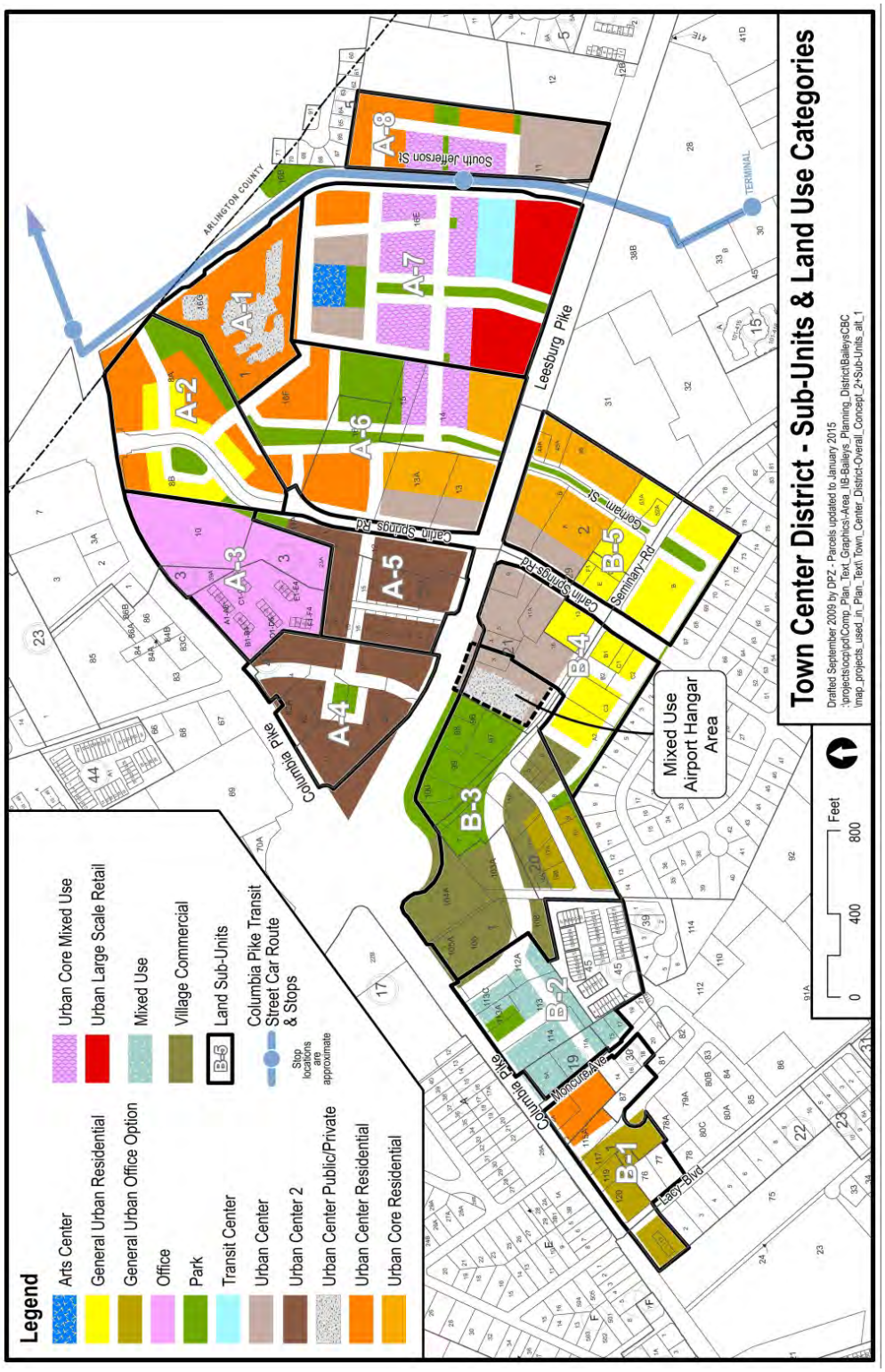
Dominant features of Land Unit A include the Burlington Plaza and the Leesburg Pike Plaza community-serving shopping centers, the Rock Spring Professional Center and the Nassif Building office uses; and the Goodwin House West, an adult congregate living facility. Other uses include office buildings, restaurants and retail uses in the vicinity of the Columbia Pike and Leesburg Pike interchange and older residential areas along Rock Springs Road and a variety of retail and office uses along Leesburg Pike. The Arlington County boundary is on the north side of this Land Unit along with single-family residential uses planned and developed at densities of 2-3 du/ac.

The following recommendations apply to the sub-units of Land Unit A.



MAP 10

TOWN CENTER DISTRICT - SUB-UNITS



TOWN CENTER DISTRICT SUB-UNITS AND LAND USE CATEGORIES **MAP 11**

Sub-Unit A-1

This sub-unit is located south of Columbia Pike and west of South Jefferson Street. It is currently developed with the Goodwin House West, an adult congregate living facility and accessory uses.

Base Plan Recommendations –This sub-unit (Tax Map parcel 62-1((1))16G) is planned for and developed with the existing adult congregate living facility (567,400 square feet of multifamily residential units and accessory uses consisting of 360 independent living units, 60 assisted living units and 70 skilled nursing beds). The total area of the parcel is 7.89 acres and the total FAR is 1.65.

Redevelopment Option – There is no redevelopment option, however, some additional expansion of the existing use may be appropriate if it fosters pedestrian connections to the adjacent existing and planned uses on the south side and the proposed transit stop on South Jefferson Street via planned local streets on the south side of this sub-unit. The redevelopment or expansion should help implement the overall Town Center concept by providing improvements to provide overall connectivity within the Town Center District. Coordinated development with adjacent properties may also be considered for implementing the Town Center concept.

Sub-Unit A-2

This sub-unit is located south of Columbia Pike, west of South Jefferson Street and Sub-Unit A-1, and spans Carlin Springs Road. It is currently developed with the Grandview Apartment Complex consisting of multifamily residential units.

Base Plan Recommendations –This sub-unit (Tax Map parcels 62-1((1))8A and 8B) is planned for and developed with the Grandview Apartment complex consisting of 270 multifamily units at a density of 16-20 du/ac. 65 units in this complex are affordable housing units.

Redevelopment Option – Any redevelopment should retain the existing number of affordable units and provide for a mix of multifamily units and retail uses.

New street connections should be considered in this sub-unit that could connect this sub-unit with the properties to the south and to potentially connect to new streets on the south side of Sub-unit A-1 to create an internal street network. These new local streets should provide a connection between Carlin Springs Road on the west and South Jefferson Street on the east. Additionally, pedestrian and bicycle connections should be evaluated from the transit stop to the north of this sub-unit along Columbia Pike in Arlington County.

Along the eastern boundary of this sub-unit, a passive, residential park (approximately 1.5 acres) should connect the northern end of the Urban Center Residential Area with South Jefferson Street on the north side of the Town Center Core Area. This park is bounded by walkways with residential entrances on the north and Goodwin House on the south. In developing this passive park, consideration should be given to daylighting the existing piped stream in this location. This open space completes the continuous green network that extends from the Urban Center Residential Area north of the Town Center District to the residential neighborhoods south of Leesburg Pike.

Redevelopment for this sub-unit (approximately 10 acres) is envisioned to include approximately 10,000 square feet of retail uses and 400 multifamily residential units. A

minimum of 65 units out of the 400 units should be affordable housing units in accordance with the affordable housing requirements of the Policy Plan. This sub-unit is to be developed with the Urban Center Residential category and the General Urban Residential category listed in the Land Use Categories section for the Town Center District shown on Map 5 and the planned urban parks shown on Map 9 in the Town Center District Parks and Recreation section.

Sub-Unit A-3

This sub-unit is located generally east of Columbia Pike and west of Carlin Springs Road. It is currently developed with the Nassif office building which is accessed from Carlin Springs Road and the Rock Springs Office Center which is accessed from Columbia Pike.

Base Plan Recommendation – The base plan recommendation for this sub-unit is for approximately 337,000 square feet of office uses.

Redevelopment Option – This sub-unit provides an excellent gateway into Baileys Crossroads from Columbia Pike, and is a highly visible site from the Columbia Pike corridor. As such, redevelopment opportunities that provide visibility from Columbia Pike offer the greatest potential to enhance this sub-unit. Pocket parks accessible from the existing and planned uses in this sub-unit and/or linear green spaces should be provided along the areas with steep slopes along Carlin Springs Road that would be otherwise difficult to develop. These pocket parks and/or linear green spaces would provide green open spaces for the office uses in this sub-unit.

The Nassif Building parcels (Tax Map parcels 62-1((1))10 and 62-1((3))23A and 39A) consisting of 6.2 acres in the eastern portion of this sub-unit is owned by a single entity. The Rock Springs Office Center parcels (Tax Map parcels 61-2((41))A1 to F1) in the western portion of this sub-unit consists of office condominium units owned by multiple entities. A significant amount of consolidation would be required to implement coordinated redevelopment for these parcels in the western portion. Therefore, the eastern portion of this sub-unit could be anticipated to redevelop earlier than the western portion.

Redevelopment for this sub-unit (approximately 10.6 acres) is envisioned to include a maximum of 524,000 square feet of office uses, with buildings fronting on Columbia Pike and the planned urban parks in the Town Center District Parks and Recreation section.

Sub-Unit A-4

This sub-unit is located on the north side of Leesburg Pike and east side of Columbia Pike. It is currently developed with big box retail uses like the Babies-R-Us, a small strip commercial site, and several restaurant pad sites.

Base Plan Recommendation - The base plan recommendation for this sub-unit is for approximately 62,600 square feet of retail uses.

Redevelopment Option – If the interchange is designed as a gateway element, there would be an opportunity to build on this gateway image by developing buildings that would enhance this area as the gateway site for Baileys Crossroads as one enters from the west.

The planned transportation improvements include the possible elimination of the access ramp from northbound Leesburg Pike to eastbound Columbia Pike on the southwestern edge of the property. If this occurs, the ramp should be replaced with a connector road that should

connect Leesburg Pike with Columbia Pike in the vicinity of Spring Lane. Access to this sub-unit from Leesburg Pike is planned to be limited to right-in/right-out only.

Primary access should be from the new north-south connector road and potentially a new east-west road that should run through Sub-Unit A-5 and connect the new connector road to Carlin Springs Road.

A small civic plaza (approximately ½ acre) should be provided in the vicinity of the land area along a new street connecting Leesburg Pike with Spring Lane. This park can have a higher percentage of paved-to-planted spaces and would provide a gathering place and green space for the surrounding buildings.

Redevelopment for this sub-unit (approximately 9 acres) is envisioned to include a mixed-use development with a maximum of 187,000 square feet of office uses, 94,000 square feet of retail uses and 300 multifamily residential units. This sub-unit is to be developed with the Urban Center Mixed Use (Type 2) mixed-use land use category in the Land Use Categories section for the Town Center District shown on Map 5 and the planned urban parks shown on Map 9 in the Town Center District Parks and Recreation section.

Sub-Unit A-5

This sub-unit is located on the north side of Leesburg Pike and west side of Carlin Springs Road. It is currently developed with neighborhood-serving retail uses along Leesburg Pike and Carlin Springs Road and single-family residential uses that have access to Leesburg Pike via Rock Springs Avenue.

Base Plan Recommendation – The base plan recommendation for this sub-unit is 16,800 square feet of retail uses and 14 single-family residential units.

Redevelopment Option – Access for development in this sub-unit should be either from Carlin Springs Road or Rock Spring Avenue. In addition, a new east/west local street is planned within this sub-unit to connect on the east with Carlin Springs Road and on the west with the new local streets for Sub-Unit A-4.

Redevelopment for this sub-unit (approximately 7.8 acres) is envisioned to include a mixed-use development with a maximum of 129,000 square feet of office uses, 65,000 square feet of retail uses and 200 multifamily residential units.

This sub-unit is to be developed with the Urban Center Mixed Use (Type 2) mixed-use land use category in the Land Use Categories section for the Town Center District and shown on Map 5 and the planned urban parks in the Town Center District Parks and Recreation section.

Sub-Unit A-6

This sub-unit is located on the north side of Leesburg Pike and east side of Carlin Springs Road. Access to this sub-unit is from Leesburg Pike or Carlin Springs Road.

Base Plan Recommendation – The base plan recommendation for this sub-unit is 162,700 square feet of industrial uses and 171,800 square feet of retail uses.

Redevelopment Option – This sub-unit is planned for a mix of land uses appropriate to its Town Center location.

A grid of new local streets is also planned for this sub-unit to increase the ease and safety of pedestrians and vehicles, and to reduce traffic impacts on the major and minor arterials. The grid would include both north/south and east/west streets, thus providing better access and connectivity to this sub-unit from Carlin Springs Road, Gorham Street, South Jefferson Street and Leesburg Pike.

This sub-unit is envisioned to contain a significant amount of parks and open space, including a linear green space that continues as a "green street" that crosses Leesburg Pike along Gorham Street. The planned park in Sub-unit A-2 is envisioned to connect to this linear green space. This linear green space is to be integrated into the street network for this sub-unit.

A large urban recreational green (approximately 2 to 2.5 acres) should be provided on the north side of Leesburg Pike as a transitional community space between the more residential and lower-scaled Urban Center Residential Area and the taller, denser Urban Core and the Urban Center Mixed-Use Areas. The southern edge of the green is bounded by a pedestrian walk faced with ground floor retail. This park is envisioned to be a flexible space that will provides a place for large regional events (such as farmers markets, festivals, and concerts) and might feature elements such as walkways, play areas, a small sports field, sitting areas with shade trees and public art. This area could also be used for events and concerts. No fenced fields or courts are appropriate in this space.

This sub-unit currently includes five large parcels owned by five different entities. Each parcel is large enough to provide sufficient land to accommodate the uses envisioned.

Redevelopment for this sub-unit (approximately 20 acres) is envisioned to include a mixed-use development with a maximum of 156,000 square feet of office uses, 79,000 square feet of retail uses and 950 multifamily residential units. This sub-unit is to be developed with the following mixed-use land use categories listed in the Land Use Categories section for the Town Center District, as shown on Map 5 and the planned urban parks shown on Map 9 in the Town Center District Parks and Recreation section:

- The Urban Center Mixed Use (Type 1) land use category for the area to the east of Carlin Springs Road and north of Leesburg Pike;
- The Urban Core Residential and Neighborhood Retail land use category for the area immediately east of the above area;
- Urban Core Mixed Use land use category for the area immediately north of the above area. This land use category will relate closely to the development occurring in Sub-unit A-7, the heart of the Town Center District, and would represent the densest type of development in the Baileys Crossroads CBC; and
- The Urban Center Residential land use category for the northern portion of this sub-unit.

Sub-Unit A-7

This sub-unit is located on the north side of Leesburg Pike and west side of South Jefferson Street. It is currently developed with community-serving and regional retail facilities like the Burlington Plaza Shopping Center, a large Giant supermarket, service and clothing retail stores, and several restaurants.

Base Plan Recommendation – The base plan recommendation for this sub-unit is 432,100 square feet of retail uses.

Redevelopment Option – This sub-unit has the highest potential for increased density within the Baileys Crossroads CBC because it is adjacent to a future transit stop proposed along South Jefferson Street. Therefore, this sub-unit has the potential to become the public image of the Baileys Crossroads CBC in the future.

A grid of new local streets is planned for this sub-unit to increase the ease and safety of pedestrians and vehicles, and to reduce traffic impacts on the major and minor arterials. The grid would include both north/south and east/west streets, creating a more walkable downtown and alleviating some of the local traffic pressures on Leesburg Pike and South Jefferson Street and providing better access and connectivity to this sub-unit.

An Arts Center should be accommodated in the northern portion of this sub-unit and it can be located strategically for maximum visibility from Leesburg Pike and South Jefferson Street and to take advantage of the surrounding open spaces and the proposed transit stop along South Jefferson Street. A park that functions as an urban plaza should be provided in the vicinity of the Arts Center. A Transit Center can be considered in the area in the vicinity of the proposed Columbia Pike streetcar transit project stop along South Jefferson Street.

An open space (approximately one acre), terminating at the arts center should be provided to serve this mixed-use area as a park with a variety of passive and active amenities with buildings on either side of the park. This park is to be integrated strategically into the planned street network for this sub-unit for maximum visibility and accessibility from Leesburg Pike. This park is planned to create an inviting vista and a gateway feature along Leesburg Pike. This park is envisioned to be approximately 50 to 70 feet in width and approximately 800 feet in length so that there is sufficient room for walkways, plantings, play areas, public art and even restaurant kiosks and seating. Gateway features should be provided at the entrance to this park along Leesburg Pike to integrate with the placement of buildings along Leesburg Pike to include fountains, statues etc. The entrance to the park along Leesburg Pike could be wider than the rest of the park width and could also be semicircular in shape to provide space for commemorative events like President Abraham Lincoln's Grand Review of Union troops at Baileys Crossroads.

Redevelopment for this sub-unit (approximately 22 acres) is envisioned to include a mixed-use development with a maximum of 468,000 square feet of office uses, 615,000 square feet of retail uses, 700 multifamily residential units and a minimum of 62,000 square feet of institutional uses. This sub-unit is to be developed with the following new community/public facilities and mixed-use land use categories listed in the Land Use Categories section for the Town Center District as shown on Map 5 and the planned urban parks shown on Map 9 in the Town Center District Parks and Recreation section:

- The Urban Center Mixed Use (Type 1) land use category for the northern portion of this sub-unit along the boundaries of sub-unit A-1;
- The Urban Center Residential land use category for the northern portion of this sub-unit along South Jefferson Street;
- The Arts Center ;
- Urban Core Mixed Use land use category for the area immediately south of the above area;
- The Transit Center; and
- The Urban Large-Scale Retail category along Leesburg Pike.

Full Consolidation Option for Sub-Units A-6 and A-7

If Sub-Units A-6 and A-7 are consolidated, it will offer the highest potential and maximum flexibility for increased density within the Baileys Crossroads CBC because both the sub-units will become one large sub-unit adjacent to a future transit stop proposed along South Jefferson Street.

Under this consolidation option, various mixed use land use categories consisting of retail, office and residential can be proposed in addition to and in lieu of the applicable land use categories listed in the Land Use section of the Area-wide recommendations. Ground-floor retail should be provided for all the proposed land uses. Mixed-use land uses along Leesburg Pike, and South Jefferson Street can include more retail and office uses and land uses along Carlin Springs Road and on the northern portion of these consolidated sub-units can include more residential uses.

Buildings can be five to ten stories in height with the lowest height of the buildings along the streets and the northern boundary of the consolidated sub-units and the tallest buildings in central portion of these consolidated sub-units.

An Arts Center should be accommodated in the northern portion of these consolidated sub-units and it can be located strategically for maximum visibility from Leesburg Pike and South Jefferson Street and to take advantage of the surrounding open spaces and the proposed transit stop along South Jefferson Street. A Transit Center can be considered in the vicinity of the proposed Columbia Pike streetcar transit project stop along South Jefferson Street.

In the central portion of these consolidated sub-units a large park should be provided to meet a variety of active and passive recreational uses. The western and eastern portion of this large park is planned to function like a combination of common greens and a civic plaza (similar to the urban parks envisioned for Sub-Unit A-6 and Sub-Unit A-7) and the central portion of the park is recommended to function like a recreational urban park (similar to the urban parks envisioned for Sub-Unit A-6).

A grid of new local streets is also planned for these consolidated sub-units to increase the ease and safety of pedestrians and vehicles. The grid would include both north/south and east/west streets providing better access and connectivity to these consolidated sub-units. At the very least, the grid should contain a new local street along the northern boundary of these consolidated sub-units to connect Carlin Springs Road with South Jefferson Street and provide connectivity for Sub-units A-1 and A-2.

Under this consolidated option, redevelopment for these consolidated sub-units (approximately 42 acres) is envisioned to include a mixed-use development with a maximum of 624,000 square feet of office uses, 694,000 square feet of retail uses, 1,600 multifamily residential units, a minimum of 62,000 square feet of institutional uses. The consolidated sub-units should be developed with the planned urban parks listed in the Town Center District Parks and Recreation section.

Sub-Unit A-8

This sub-unit is located on the north side of Leesburg Pike and east side of south Jefferson Street. It is currently developed with community- and regional-serving retail stores.

Base Plan Recommendation – The base plan recommendation for this sub-unit is 105,000 square feet of retail uses.

Redevelopment Option – This sub-unit also has the highest potential for increased density within the Baileys Crossroads CBC because it is adjacent to a future transit stop proposed along South Jefferson Street. Therefore, this sub-unit along with Sub-unit A-7 across South Jefferson Street has the potential to become the public image of the Baileys Crossroads CBC in the future.

New local streets may be needed for this sub-unit that would align with new local streets planned in Sub-unit A-7 across South Jefferson Street.

A residential-oriented common green (approximately ½ acre) should be provided north of Leesburg Pike and east of South Jefferson Street. This residential green should be designed to be a green and shaded place for passive uses.

Redevelopment for this sub-unit (approximately 9 acres) is envisioned to include a mixed-use development with a maximum of 157,000 square feet of office uses, 74,000 square feet of retail uses, and 500 multifamily residential units. This sub-unit is to be developed with the following mixed-use land use categories listed in the Land Use Categories section for the Town Center District as shown on Map 5 and the planned urban parks shown on Map 9 in the Town Center District Parks and Recreation section:

- The Urban Center Mixed Use (Type 1) land use category for the area along Leesburg Pike;
- The Urban Core Mixed Use land use category for the central portion of this sub-unit;
- This land use category will relate closely to the development occurring in Sub-unit A-7 and would represent the densest type of development in the Baileys Crossroads CBC; and,
- The Urban Center Residential land use category for the area along the north and east sides of this sub-unit.

LAND UNIT B

Dominant features of Land Unit B include industrially-oriented auto repair and warehouse uses along Center Lane, Seminary Road, and a portion of Carlin Springs Road, office and community-serving retail uses along Columbia Pike and an area bounded by Seminary Road. Along Leesburg Pike, the existing uses include salvage, office, and storage uses and a neighborhood-serving shopping center, Chesapeake Plaza. Land Unit B is bordered by stable single-family neighborhoods on the south side, a portion of which are included in the Baileys Conservation Area.

The following recommendations apply to the sub-units of Land Unit B.

Sub-Unit B-1

This sub-unit is located on the east side of Columbia Pike, north and south sides of Lacy Boulevard and south side of Moncure Avenue. Courtland Drive located in between Lacy Boulevard and Moncure Avenue also provides access to this sub-unit. It is currently developed with neighborhood-serving retail, office and institutional uses.

Base Plan Recommendations – The base plan recommendation for this sub-unit is 16,600 square feet of office uses and 14,100 square feet of retail uses.

Redevelopment Option – This sub-unit is planned to be accessible by Moncure Avenue, the extension of Courtland Drive and Lacy Boulevard. Direct access to Columbia Pike should be consolidated where possible so that access to these parcels is from the streets that connect to Columbia Pike.

Each property in this sub-unit is owned by a different entity and will require property consolidation of a minimum of two acres for redevelopment. The properties in between Courtland Drive and Moncure Avenue may be anticipated to be consolidated first followed by the consolidation of the remainder of this sub-unit.

Redevelopment for this sub-unit (approximately 5 acres) is envisioned to include a mixed-use development with a maximum of 44,000 square feet of office uses, 3,000 square feet of retail uses and 100 multifamily residential units. This sub-unit is to be developed with the following land use categories listed in the Land Use Categories section for the Town Center District as shown on Map 5 and the planned urban parks shown on Map 9 in the Town Center District Parks and Recreation section:

- The Urban Center Residential category for the area east of Courtland Drive;
- The General Urban Area - Office Option category for the area west of Courtland Drive

Sub-Unit B-2

This sub-unit is located on the east side of Columbia Pike and north side of Moncure Avenue. The area currently contains two vacant parcels and is currently developed with industrial/retail uses. Tax Map parcels 61-2((45))1 to 55 (approximately 4.39 acres) to the south of the parcels within Sub-unit B-1 that have access from Hoffmans Lane and Ellery Circle are currently developed with the Ellery Place townhouse development.

Base Plan Recommendation – The base plan recommendation for this sub-unit is 36,600 square feet of retail uses, approximately 30,700 square feet of office uses and 55 single-family attached dwelling units developed at 12.54 du/ac. Three out of the 55 units are affordable dwelling units. Tax Map parcels 61-2((19))5A and 11A are developed with County-owned institutional uses including the Baileys Community Homeless Shelter and planned for public facility or institutional use at an intensity up to 0.35 FAR.

Redevelopment Options – This sub-unit is planned for office, retail, residential, elementary school, and mixed uses.

Tax Map parcels 61-2((1))112A, 113, 113A,113C, and 114 are planned for community-serving retail or office use up to 0.35 FAR with median cuts allowing bi-directional access to this portion of the sub-unit from Columbia Pike. These median cuts should be coordinated with those serving redevelopment in Sub-Unit A-3, to the north. Maximum intensity may be increased up to 0.70 FAR with a logical consolidation of five or more acres.

As an option, Tax Map parcels 61-2((19))5A and 11A; 61-2((1))112A, 113, 113A, 113C, 114, 5A and 11A; and 61-4((30))15 and 17 may be considered for residential use and a public elementary school up to an overall FAR of 1.50 if logical consolidation of parcels is achieved and the following conditions are met:

- Residential development is coordinated with the bus access and circulation requirements for any proposed school use.

- Provision of open space and streetscape with the understanding that creative design solutions which achieve the intent of the Plan may be necessary given land constraints and the provision of other public improvements.

- Screening and landscaping are provided adjacent to single family residential uses that achieves the intent of the Plan.

- Construction of the sections of new public road connections abutting the site as recommended in the Plan.

These parcels may also be considered for retail/office/residential mixed use at an intensity up to 2.25 FAR with consolidation of five or more acres and coordinated access to Columbia Pike as far from the interchange as possible. The maximum building height on those parcels with direct frontage on Columbia Pike is limited to 120 feet, with appropriate transitions down to 50 feet along property lines abutting adjacent single-family residential uses.

Under any option, an integrated, well-designed, publicly-accessible park space or recreational facility such as a pocket park or similar outdoor amenity space should be provided along or with pedestrian access from Columbia Pike. Public art should be incorporated into the design of the pocket park or open space with public input from the Arts Council of Fairfax County.

The Ellery Place townhouse development consisting of 55 single-family attached dwelling units developed at 12.54 du/ac should be retained at the existing density.

This sub-unit has internal transportation improvements that affect the entire CBC as well as the sub-unit itself. The major improvement is the realignment of Seminary Road to connect to Columbia Pike. Transportation improvements should include additional and/or improved access to Moncure Avenue. If coordinated redevelopment occurs, a new street that would connect to Moncure Avenue and the realigned Seminary Road could be considered provided measures are taken to minimize cut-thru traffic. This would provide a new connection that would link Moncure Avenue to the realigned Seminary Road or Williams Lane. Improved pedestrian connections in this sub-unit should also be considered for existing and new development.

Maximum redevelopment for this sub-unit (approximately 11 acres) is envisioned to include a maximum of 561,000 square feet of retail/office/residential/institutional mixed use and 60 single-family attached dwelling units and the planned urban parks in the Town Center District Parks and Recreation section for the Town Center District. A minimum of 22,000 square feet of the maximum nonresidential square feet should be institutional uses.

Sub-Unit B-3

This sub-unit is located on the south and east sides of the Leesburg Pike and Columbia Pike interchange. Access to this sub-unit is also provided by Seminary Road, Williams Lane and Center Lane. This sub-unit is currently developed with an auto dealership (Radley Acura), retail, office and auto service and other commercial service uses. The existing airport hangar building area is in this sub-unit.

Base Plan Recommendation – The base plan recommendation for this sub-unit is 129,900 square feet of industrial uses and 104,800 square feet of retail uses.

Redevelopment Option- If the interchange is redesigned as a gateway element, there would be an opportunity to build on this gateway image by developing buildings that would enhance this area as the gateway site for Baileys Crossroads along with Sub-Unit A-4 on the north side of Leesburg Pike as one enters from the west.

Within this sub-unit, planned transportation improvements could include the realignment of portions of Center Lane and Williams Lane and the realignment of Seminary Road to connect to Columbia Pike as redevelopment occurs.

Redevelopment for this sub-unit is envisioned to include a village scale mixed-use development along Columbia Pike, the realigned Seminary Road and realigned portions of Williams Lane and Center Lane. Development can include a combination of retail uses similar to an arts district, uses similar to an international market and a variety of restaurants and unique eating establishments to capitalize on the diverse cultural make-up of the Baileys Crossroads CBC. Ground floor retail should be provided for all the buildings.

At a minimum, the redevelopment of the Airport Hangar building area (Tax Map parcel 61-2((21))1) according to the new community/public facilities in the Area-wide recommendations should be provided. At a minimum, the Airport Hangar building area parcel should be consolidated with the parcel to the east (Tax Map parcel 61-2((21))3.

A large recreation based park should be provided in the area on the northeastern side of the village scale mixed-use development along Columbia Pike, the western side of the airport hangar parcel along Leesburg Pike and the north side of the realigned Seminary Road. This area for the planned park is envisioned to include parcels currently on the south side of Leesburg Pike and the north and south sides of the current alignment of Seminary Road. The proximity of the park to adjacent village-scale shops could provide park users with a variety of refreshment options. If the hangar is not used as a maintenance/storage/operational facility for the Columbia Pike Transit project, the existing hangar might feature additional indoor athletic fields as well as destination play facilities, such as climbing walls and play structures. The more outlying areas of the park would provide facilities for gatherings including shelters and play areas as well as parking.

The planned park can be developed along with the airport hangar building area as a public-private mixed-use development.

This sub-unit is owned by multiple entities. Feasible consolidation of parcels in this sub-unit should be coordinated with appropriate dedications for the planned realignment of Seminary Road to incentivize redevelopment of this sub-unit.

If the phasing of redevelopment for this sub-unit is proposed, it is recommended that the Airport Hangar building area and the adjacent property be developed first. The parcels required for the planned park should be consolidated and developed as the next phase. The appropriate existing parcels on both the north and south sides of the current alignment for Seminary Road should be considered for the park. The parcels on both sides of Center Lane would require minimum consolidation and should be developed in third stage and the larger parcels along Columbia Pike could be developed in the fourth phase because these properties contain larger and established auto related uses and office uses, and it is likely that these parcels would be the last to redevelop. The redevelopment of these parcels could also be coordinated with the redevelopment of Sub-Unit B-2.

Since the larger parcels along Columbia Pike contain larger and established auto related uses and office uses that may not redevelop for a long time, the following option is provided for these parcels to incentivize and expedite redevelopment of these parcels and for consistency with the redevelopment options for the parcels along Columbia Pike in Sub-unit B-2

Under this option, the two parcels along Columbia Pike (with the auto related uses (Tax Map parcel 61-2((1))105) and the self-storage facility (Tax Map parcel 61-2 ((1))104A) could be developed with a mixed use development of a maximum of 350,000 square feet (approximately a maximum of 2.0 FAR for both the parcels) provided:

- These parcels are consolidated with the property with the single-family residential use to the south (Parcel 61-2 (1) 108;
- Parking for the planned uses is provided underground or in structured parking garage behind buildings on these parcels or provided on Parcel 61-2 (1) 108;
- Appropriate vehicular and pedestrian connections from and to adjacent properties are established;
- At least one access (primary or secondary access) for these properties is provided from the realigned Seminary Road;
- Appropriate dedications for a realigned Seminary Road are provided;
- The maximum height of buildings do not exceed ten stories along Columbia Pike and steps down to three stories along the rear of the properties;
- The maximum development potential for this sub-unit listed below is not exceeded under this option; and,
- Development is compatible with the future development of adjacent properties.

An auto dealership may be considered as part of a mixed use redevelopment provided new vehicle sales is coordinated and/or integrated with other uses, that all on-site service/storage functions are coordinated and/or integrated as well, and are screened from residential view.

Under this option, coordinated development and/or consolidation with the individual parcels along Columbia Pike in Sub-unit B-2 is highly encouraged.

Redevelopment of this sub-unit (approximately 17 acres) is envisioned to include a mixed-use development with a maximum of 174,000 square feet of office uses, 128,000 square feet of retail uses, and 300 multifamily residential units and a minimum of 22,000 square feet of institutional uses. This sub-unit is to be developed with the following Land Use Categories section for the Town Center District shown on Map 5 and the planned urban parks shown on Map 9 in the Town Center District Parks and Recreation section:

- The Village Commercial land use category along Columbia Pike and the south side of the planned realigned Seminary Road;
- The General Urban Office Option land use category on either side of Center Lane;
- Mixed-use of the Airport Hangar Building area or adaptive reuse of the Airport hangar building with mixed use or mixed-use; and,
- A portion of this area could be a part of the maintenance/storage facility that would accompany the adaptive reuse of the Airport hangar building for the Pike Transit Initiative (if an operational facility is proposed at this location).

Sub-Unit B-4

This sub-unit is located on the south side of Leesburg Pike, west side of Carlin Springs Road and north and south sides of Seminary Road. This sub-unit is currently developed with retail and office uses.

Base Plan Recommendation – The base plan recommendation for this sub-unit is 189,000 square feet of retail uses and 48,000 square feet of office uses.

Redevelopment Option- This sub-unit is planned for mixed-use development.

A street with a linear park is envisioned as a transition space and amenity for the single-family residences on the southern side of this sub-unit. This street with a linear park is planned to connect to Center Lane in Sub-Unit B-3 to serve as an open space connection and provide a safe and pleasant pedestrian connection.

Redevelopment of this sub-unit (approximately 9.5 acres) is envisioned to include a mixed-use development with a maximum of 96,000 square feet of office uses, 27,000 square feet of retail uses and 300 multifamily residential units.

This sub-unit is to be developed with the following land use categories in the Land Use Categories section for the Town Center District and shown on Map 5 and the planned urban parks shown on Map 9 in the Town Center District Parks and Recreation section.

- The Urban Center Mixed Use land use category on the north side of Seminary Road and south side of Leesburg Pike
- The General Residential Area land use category
- A portion of this area could be a part of the future maintenance/storage facility that would accompany the adaptive reuse of the Airport hangar building for the Pike Transit initiative (if an operational facility is proposed at this location)

Sub-Unit B-5

This sub-unit is located on the south side of Leesburg Pike, east side of Carlin Springs Road, east and west sides of Gorham Street and north and south sides of Seminary Road. This sub-unit is currently developed with the Chesapeake Shopping Center and other retail and service uses on the north side of Seminary Road and the Sunset Park Apartments consisting of 90 multifamily residential units on the south side of Seminary Road.

Base Plan Recommendation – The base plan recommendation for this sub-unit is 93,200 square feet of retail uses, 20,900 square feet of institutional uses and 90 multifamily residential units at 16-20du/ac. All of the 90 units are affordable dwelling units.

Redevelopment Option - This sub-unit is planned for mixed-use development. The area on the north side of Seminary Road is owned by multiple entities and will require consolidation for redevelopment.

Any redevelopment option for the existing Sunset Park Apartments (Tax Map parcel 61((4))(1)7B) on the south side of Seminary Road should retain the existing number of affordable units. Since this area to the south of Seminary Road is owned by a single entity, no consolidation is necessary for redevelopment to occur.

A common green should be located at the terminus of Gorham Street. This small green should be designed with shade trees, open play areas, trails and a playground. The center of Gorham Street is planned to have a linear green space that continues as a green street that crosses Leesburg Pike to connect to Sub-Unit A-6 on the north side of Leesburg Pike. This linear green space is to be integrated into the street network for this sub-unit.

The street with the linear park planned for Sub-Unit B-4 may be continued on the south side of this sub-unit to enhance the pedestrian connectivity for the Sunset Park Apartments.

Redevelopment of this sub-unit (approximately 12.7 acres) is envisioned to include a mixed-use development with a maximum of 31,000 square feet of office uses, 15,000 square feet of retail uses, and 500 multifamily residential units. A minimum of 90 units out of the 520 units should be affordable housing units in accordance with the affordable housing requirements of the Policy Plan. This sub-unit is to be developed with the following mixed-use land use categories listed in the Land Use Categories section for the Town Center District and shown on Map 5 and the planned urban parks shown on Map 9 in the Town Center District Parks and Recreation section.

- The Urban Center Mixed Use land use category on the north side of Seminary Road, east side of Carlin Springs Road and south side of Leesburg Pike
- The Urban Core Residential and Neighborhood Retail land use category on the east and west sides of Gorham Street, south side of Leesburg Pike and north side of Seminary Road
- The General Residential Area land use category on the north and south sides of Seminary Road

Full Consolidation Option for Sub-Units B-4 and B-5

If Sub-Units B-4 and B-5 are consolidated, it will offer the highest potential and maximum flexibility for increased density within the Baileys Crossroads CBC because both the sub-units will become one large sub-unit on the south side of Leesburg Pike in the vicinity of the future transit stop proposed along South Jefferson Street.

Under this consolidation option, various mixed use land use categories consisting of retail, office and residential can be proposed in addition to and in lieu of the applicable land use categories listed in the Land Use Categories section of the Town Center District-wide recommendations. Ground floor retail should be provided for all the land uses.

The planned mixed-use land uses along Leesburg Pike could include more retail and office uses and the planned land uses on the southern portions of this consolidated sub-unit could include more residential uses.

Buildings can be five to seven stories in height with the lowest height of the buildings along the streets and the southern boundary of the consolidated sub-units and the tallest buildings in central portion of these consolidated sub-units.

Common greens are envisioned for this sub-unit. Gorham Street in this sub-unit is envisioned to be part of a central linear green that continues as a green street that crosses Leesburg Pike to connect to Sub-Unit A-6 on the north side of Leesburg Pike. This central linear green is to be integrated into the planned street network for this sub-unit.

A grid of new local streets is also planned for these consolidated sub-units to increase the ease and safety of pedestrians and vehicles. The grid would include both north/south and east/west streets providing better access and connectivity to these consolidated sub-units.

Under this consolidated option, redevelopment for these consolidated sub-units (approximately 22 acres) is envisioned to include a mixed-use development with a maximum of 126,000 square feet of office uses, 43,000 square feet of retail uses, and 800 multifamily residential units and the planned urban parks listed in the Town Center District Parks and Recreation section. Ninety of the multifamily residential units should be affordable units in accordance with the affordable housing requirements of the Policy Plan.

LAND UNIT RECOMMENDATIONS SUMMARY

Table 6 provides a summary of the Land Unit and Sub-unit recommendations for the Town Center District.

TABLE 6 – TOWN CENTER DISTRICT
LAND UNIT RECOMMENDATIONS SUMMARY

Sub-Unit	Base Plan	Redevelopment Option	Comprehensive Plan Map
A-1	567,400 square feet of multifamily residential units and accessory uses consisting of 360 independent living units, 60 assisted living units and 70 skilled nursing beds at 1.65 FAR	Same as Base Plan	Residential Use at 20+ du/ac density
A-2	270 multifamily residential units at 16-20 du/ac	A maximum of 10,000 square feet of retail uses and 400 multifamily residential units	Mixed-Uses
A-3	337,000 square feet of office uses	A maximum of 524,000 square feet of office uses	Office
A-4	62,600 square feet of retail uses	A maximum of 187,000 square feet of office uses, 94,000 square feet of retail uses and 300 multifamily residential units	Mixed-Uses
A-5	16,800 square feet of retail uses and 14 single-family residential uses	A maximum of 129,000 square feet of office uses, 65,000 square feet of retail uses and 200 multifamily residential units	Mixed-Uses
A-6	162,700 square feet of industrial uses and 171,800 square feet of retail uses	A maximum of 156,000 square feet of office uses, 79,000 square feet of retail uses and 950 multifamily residential units	Mixed-Uses

TABLE 6 – TOWN CENTER DISTRICT
LAND UNIT RECOMMENDATIONS SUMMARY
(continued)

Sub-Unit	Base Plan	Redevelopment Option	Comprehensive Plan Map
A-7	432,100 square feet of retail uses.	A maximum of 468,000 square feet of office uses, 615,000 square feet of retail uses, 700 multifamily residential units and a minimum of 62,000 square feet of institutional uses	Mixed-Uses
A-8	105,000 square feet of retail uses	A maximum of 157,000 square feet of office uses, 74,000 square feet of retail uses and 500 multifamily residential units	Mixed-Uses
B-1	16,600 square feet of office uses and 14,100 square feet of retail uses	A maximum of 44,000 square feet of office uses, 3,000square feet of retail uses and 100 multifamily residential units.	Mixed-Uses
B-2	36,600 square feet of retail uses and 30,700 square feet of office uses	A maximum of 561,000 square feet of retail/office /residential mixed uses, 60 single-family attached dwelling units and a minimum of 22,000 square feet of institutional uses	Mixed-Uses
B-3	129,900 square feet of industrial uses and 104,800 square feet of retail uses	A maximum of 174,000 square feet of office uses, 128,000 square feet of retail uses, 300 multifamily residential units and a minimum of 22,000 square feet of institutional uses	Mixed-Uses
B-4	189,000 square feet of retail uses and 48,000 square feet of office uses	A maximum of 96,000 square feet of office uses, 27,000 square feet of retail uses and 300 multifamily residential units	Mixed-Uses
B-5	93,200 square feet of retail uses, 20,900 square feet of institutional uses and 90 multifamily residential units	A maximum of 31,000 square feet of office uses, 15,000 square feet of retail uses and 500 multifamily residential units	Mixed-Uses

BAILEYS WEST AND BAILEYS EAST DISTRICTS

The recommendations for the Baileys West and Baileys East Districts are also described as District-wide recommendations and Land Unit recommendations.

DISTRICT-WIDE RECOMMENDATIONS

LAND USE CONCEPT

The future land uses within the area adjacent to the Town Center District should be compatible with the Town Center District land uses to which they are proximate. In this way, they can complement, rather than detract from, the uses as planned and can extend the mixed-use vibrancy of the Town Center District.

Baileys West District

The area on the west side of Columbia Pike and the south side of Leesburg Pike is envisioned as a potential mixed-use area, with buildings fronting on Columbia Pike, and with a village-scale that is similar to the planned uses on the east side of Columbia Pike. The potential for more dense future development in the existing shopping center at the interchange of Columbia and Leesburg Pikes exists, but should be confirmed through additional market and traffic studies. For the area on the west side of Columbia Pike and north side of Leesburg Pike, there are opportunities for the creation of a new mixed-use neighborhood, with a continuation of the residential/office and retail mix planned for the Town Center District, at a lower density than that defined for the Town Center District.

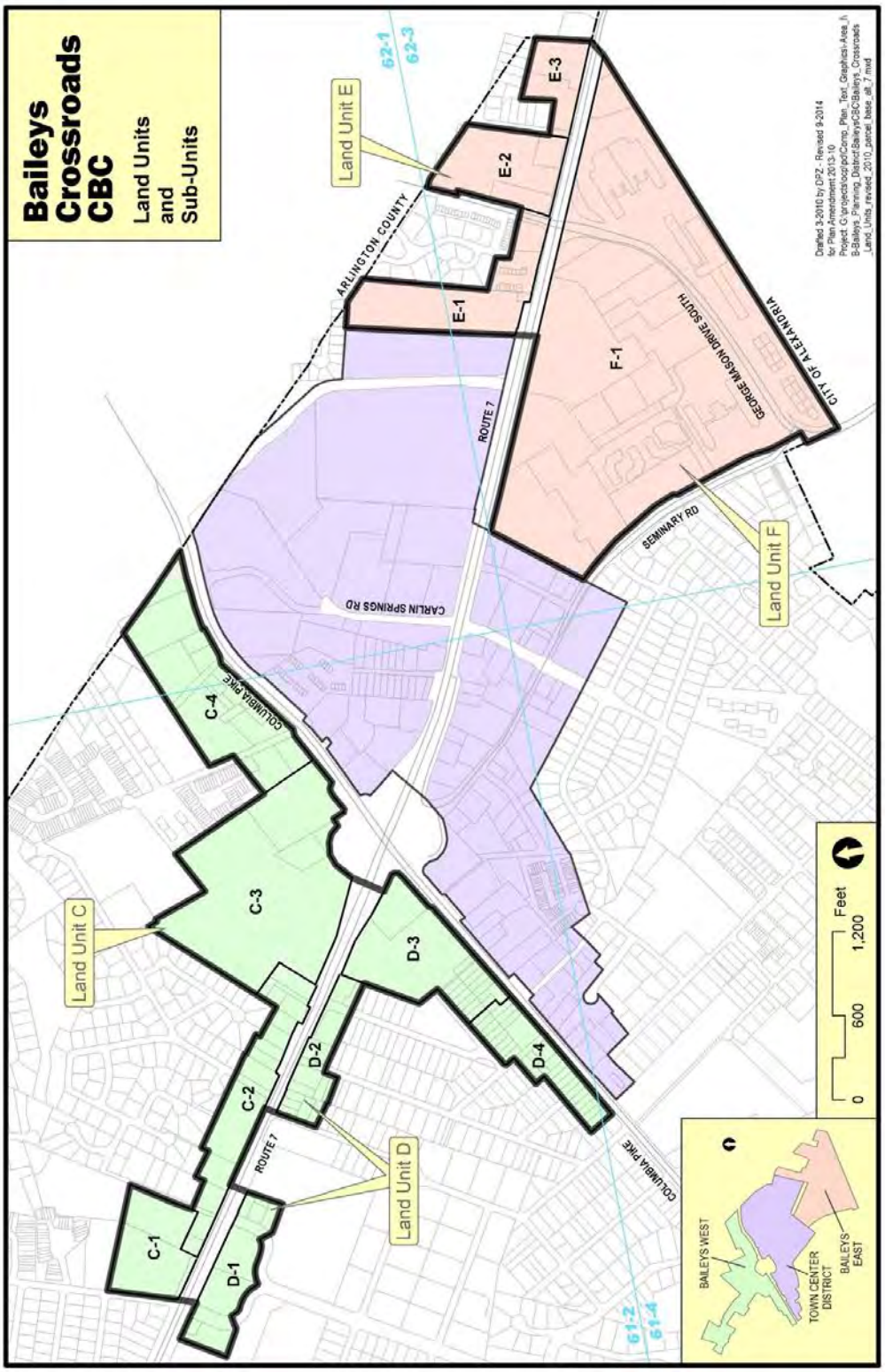
Baileys East District

For the area on the north side of Leesburg Pike, there are opportunities for the creation of a new mixed-use neighborhood, with a continuation of the residential/office and retail mix planned for the Town Center District, at a lower density than that defined for the Town Center District.

It is possible to envision the construction of additional buildings along the south side of Leesburg Pike, in front of the current Skyline development. These should be compatible with the structures within the Town Center District in order to maintain a consistent building wall along Leesburg Pike. Similarly, there should be ground floor retail space in a significant portion of these structures to maintain the vibrancy of the boulevard concept for Leesburg Pike and also create ground-level in the vicinity of the proposed transit stop in the Skyline Development.

Land Use Categories

The land use categories for the Baileys West and East Districts are listed in the guidance for the individual sub-units in the Land Unit Recommendations sections for these districts. In addition to the land uses listed in the individual sub-units, the land use categories for the Town Center District can also be used for the Baileys West and Baileys East Districts provided the development is consistent with the land use guidance and development potential of the individual subunits in these districts and compatible with the development on adjacent properties. Map 12 shows the sub-units within the Baileys West and Baileys East Districts.



MAP 12

BAILEYS WEST AND BAILEYS EAST DISTRICTS - SUB-UNITS

Building and Site Design

The building and site design recommendations for the Baileys West and East Districts are listed in the guidance for the individual sub-units in the Land Unit Recommendations sections for these districts. The building and site design recommendations for the Town Center District can also be considered for the Baileys West and Baileys East Districts if building design is consistent with the land use guidance and development potential of the individual subunits in these districts and compatible with the development on adjacent properties.

Street Classifications, Overall Connectivity and Streetscape

The street classifications, overall connectivity concepts and streetscape design for the streets within the Town Center District can also be applicable to the continuation of these streets in the Baileys West and Baileys East Districts and new streets in these districts.

BAILEYS WEST AND EAST DISTRICTS PARKS AND RECREATION

Urban Parks should also be developed for the Baileys West and Baileys East Districts provided they are consistent with the land use guidance and development potential of the individual sub-units in these districts. Any of the planned park types for the Town Center District may be included in redevelopment and revitalization proposals in these two districts. The planned parks should be consistent with the established Urban Design Framework and the Urban Parks acreage requirements of 1.5 acres per 1,000 residents and 1.0 acre per 10,000 employees, as modified by the Fairfax County Park Authority.

BAILEYS WEST AND BAILEYS EAST - LAND UNIT RECOMMENDATIONS

LAND UNIT C

Dominant features of Land Unit C include the neighborhood-serving Glen Forest Shopping Center, office uses anchoring the gateway area at the Arlington County boundary, and the community-serving Crossroads Center. Other uses include freestanding neighborhood- and community-serving office and retail uses between and adjacent to these landmarks.

Single-family residential uses planned and developed at densities of 2-3 du/ac form the residential edge on the west and north sides of this Land Unit along Leesburg Pike and multifamily residential complexes planned and developed at 16-20 du/ac and single-family dwellings form the residential edge on the north and west side of this land unit along Columbia Pike.

The following recommendations apply to the sub-units of Land Unit C:

Sub-Unit C-1

This sub-unit is located on the north side of Leesburg Pike between Glen Carlyn Road and Magnolia Avenue. It is currently developed with institutional uses.

Base Plan Recommendations – The base plan recommendation for this sub-unit is 36,400 square feet of institutional uses.

Redevelopment Option – Tax Map parcels 61-2((1))8 and 8A, located in the northeast quadrant of the intersection of Leesburg Pike and Glen Carlyn Road, are planned for and developed with community-serving institutional uses at current intensities. These parcels are designated as gateway locations.

Redevelopment of this sub-unit (approximately 8.1 acres) is envisioned to include a maximum of 36,000 square feet of institutional uses.

Sub-Unit C-2

This sub-unit is located on the north side of Leesburg Pike and on the east side of Magnolia Avenue. It is currently developed with neighborhood-serving retail and office uses.

Base Plan Recommendations – The base plan recommendation for this sub-unit is 20,400 square feet of office uses and 112,100 square feet of retail uses.

Redevelopment Option – This sub-unit is planned for neighborhood-serving retail and service uses of the current types and intensities. Effective buffering to the adjoining residential neighborhood should include a solid wall, landscaping, and setback areas.

As an option for Tax Map parcels 61-2((1))7, 7A, and for Tax Map parcels 61-2((1))23, and 24, townhouse-style office use up to 0.35 FAR may be considered if logical consolidation is achieved and access is limited to Magnolia Avenue.

As an option for the portion of the sub-unit between Glen Forest Drive and Payne Street, community-serving retail or office use up to 0.35 FAR may be appropriate if two or more parcels are consolidated, access to Leesburg Pike is minimized, and pedestrian linkages to adjacent commercial uses are provided.

For either option, buffering to consist of a solid wall with landscaping should be provided as a transition to adjacent residential uses.

Redevelopment of this sub-unit (approximately 11.8 acres) is envisioned to include a maximum of 85,000 square feet of office uses and 306,000 square feet of retail uses.

Sub-Unit C-3

This sub-unit is located on the north and west sides of the intersection of Leesburg Pike and Columbia Pike. It is currently developed with the Crossroads Shopping Center and community-serving retail and office uses and multifamily residential uses.

Base Plan Recommendations – The base plan recommendation for this sub-unit is 393,300 square feet of community serving retail uses and 50 multifamily residential units.

Redevelopment Option - The majority of this sub-unit is planned for and developed with community-serving retail uses including the Crossroads Shopping Center (Tax Map parcel 61-2 ((1))72C).

The remainder of this sub-unit, Tax Map parcels 61-2((1))69-70A, is planned for community-serving retail and office uses and multifamily residential use at current intensities. Revitalization of the retail uses should include facade renovation, parking lot landscaping, and

coordinated signage. Revitalization or redevelopment of existing residential structures is encouraged.

If redeveloped, this portion of the sub-unit may be considered for a mix of office, retail, and residential use up to 0.50 FAR or multifamily residential use at a density of 16-20 du/ac provided that access from Columbia Pike is consolidated and limited to Moray Lane, and pedestrian linkages to adjacent commercial and multifamily residential uses are provided.

Redevelopment of this sub-unit (approximately 30.9 acres) is envisioned to include a maximum of 56,000 square feet of office uses, 360,000 square feet of retail uses and 50 multifamily residential units.

Sub-Unit C-4

This sub-unit is located on the west side of Columbia Pike and north side of Spring Lane. It includes parcels fronting on Spring Lane and extending along Columbia Pike to the Arlington County boundary. It is currently developed with neighborhood-serving retail and office uses fronting on Columbia Pike and multifamily residential uses to the north and along the Arlington County line.

Base Plan Recommendations – The base plan recommendation for this sub-unit is 184,900 square feet of office uses, 19,200 square feet of retail uses and 223 multifamily residential units.

Redevelopment Option - This sub-unit is planned for neighborhood-serving retail and office uses fronting on Columbia Pike and multifamily residential uses to the north and along the Arlington County line. Tax Map parcels 62-1((1))2 and 3A, located east of Carlyn Hill Drive at Columbia Pike, and Tax Map parcel 61-2((1))67, located west of Spring Lane, are developed with and planned for neighborhood- serving retail uses of the same type and current intensity.

Tax Map parcel 62-1((1))7, located in the northwest quadrant of the intersection of Carlin Springs Road and Columbia Pike, is planned for office use at its existing intensity. As an alternative, residential use at up to 400,000 square feet (up to 450 multifamily dwelling units) with an option for ground-level support retail and services is planned, subject to the following conditions:

- Development should take an urban form with an activated ground floor space along Columbia Pike and pedestrian amenities as described in the Urban Design section of the Baileys Crossroads Community Business Center;

- Development should include a signature element at Columbia Pike and Carlin Springs Road to serve as a gateway feature for this eastern entrance to the Baileys Commercial Business Center;

- Development should be designed with parking structures behind and/or under buildings;

- Access points to Carlin Springs Road should be minimized; and

- Interparcel vehicular and pedestrian access to adjacent parcels should be provided, including exploring the opportunity to provide a convenient pedestrian connection to Spring Lane Park.

Together with the garden apartments at 5565 Columbia Pike, parcels west of Carlin Hill Drive are designated as gateway locations.

As an option, office use with ground floor retail up to 0.50 FAR may be appropriate for those parcels fronting on Columbia Pike between Spring Lane and Carlin Hill Drive provided that two or more parcels are consolidated, access points to Columbia Pike are minimized, access to redeveloped parcels is provided via median breaks, and pedestrian linkages to adjacent commercial uses are provided.

As a transition to adjacent residential uses, building height should be limited to 40 feet and an effective landscape buffer to the adjacent multifamily housing should be provided.

Redevelopment of this sub-unit (approximately 18.6 acres) is envisioned to include a maximum of 166,000 square feet of office uses, 62,000 square feet of retail uses and 250 multifamily residential units. An additional 450 multifamily dwelling units may be developed as an alternative to office development on Tax Map Parcel 62-1((1))7.

LAND UNIT D

Dominant features of Land Unit D include the community-serving Culmore and Baileys Crossroads Shopping Centers. Other uses include neighborhood-serving office and retail uses and more intense office uses. The Courtland Park Neighborhood Improvement District, a single-family residential neighborhood planned at 2-3 du/ac, and the multifamily Culmore area, planned at 16-20 du/ac, form the residential edge on the south and west sides of this Land Unit.

The following recommendations apply to the sub-units of Land Unit D:

Sub-Unit D-1

This sub-unit is located on the south side of Leesburg Pike between Culmore Court and Carlin Court. It is currently developed with the Culmore Shopping Center and adjacent, related commercial uses.

Base Plan Recommendations – The base plan recommendation for this sub-unit is 116,700 square feet of neighborhood serving retail uses.

Redevelopment Option – Parcels to the west of the Culmore Shopping Center (Tax Map parcels 61-2((12))4 and 4A) are the Baileys Crossroads CBC gateway locations and the boundary of commercial development on Leesburg Pike in Land Unit A. These parcels and the parcels to the east of the Culmore Shopping Center (Tax Map parcels 61-2((12))1-1C are planned for neighborhood-serving retail uses complementary to the shopping center up to 0.35 FAR. As an option, retail and office mixed use up to 0.50 FAR may be considered if logical consolidation is achieved, pedestrian linkages with adjacent residential uses are provided, and building heights do not exceed 40 feet.

Revitalization and redevelopment of the Culmore Shopping Center (Tax Map parcels 61-2((12))2 and 3) should retain its function as a highly accessible source of everyday goods and services to the neighboring community. This area is planned for retail and office use up to 0.50 FAR. Because of the age and configuration of existing structures, continuing revitalization of the shopping center is needed and therefore, parking lot landscaping, coordinated signage, pedestrian linkages with adjacent residential areas, and facade improvements are encouraged.

As an option, retail and office mixed use up to 0.70 FAR may be considered for this area if logical consolidation with all or portions of Tax Map parcels 61-2((1))121 and/or 122 to the south is achieved in accordance with the guidance shown in the Area I volume of the Comprehensive Plan, Baileys Planning District, B5 Barcroft Community Planning Sector, Land Use Recommendation 3.

Redevelopment of this sub-unit (approximately 7.7 acres) is envisioned to include a maximum of 61,000 square feet of office uses and 101,000 square feet of retail uses.

Sub-Unit D-2

This sub-unit is located on the south side of Leesburg Pike and east side of Charles Street and is developed with office and retail uses in existing residential scale structures.

Base Plan Recommendations – The base Plan recommendation for this sub-unit is 33,500 square feet of office uses, 4,000 square feet of retail uses and 4 single-family detached dwellings.

Redevelopment Option – The parcels east of Charles Street (Tax Map parcels 61-2 ((18)) 1-4) are planned and approved for townhouse-style office use of up to .25 FAR with full consolidation. As an option, office, retail, or a mixture of these uses in an integrated development that is oriented to Leesburg Pike, up to .25 FAR may be appropriate with consolidation of Tax Map parcels 61-2((17))(D)1,3,4,5; 61-2((18))1,2,3,4,5 provided that the following conditions are met:

- The intersection of Charles Street, Glen Forest Drive and Leesburg Pike should be realigned to remove the offset intersection on Leesburg Pike to improve vehicular and pedestrian safety and operations. It is intended that the improvement align Charles Street with Glen Forest Drive. The realignment should preclude a severe angled intersection, while minimizing the impact to the existing residentially zoned properties to the south. Any development of these parcels should provide an engineered alignment to Virginia Department of Transportation standards and acceptable to Fairfax County Department of Transportation. Right-of-way for the engineered alignment should be dedicated to realign Charles Street and possible funding provided toward the construction of this improvement.

- Primary pedestrian entrances should be visible and accessible from Leesburg Pike.

- Parking should be located to the rear or side of the main structure.

- Vehicular access to the property should be restricted to Charles Street and/or Washington Drive with no vehicular access to Leesburg Pike.

- Drive-thru fast food restaurants should be prohibited.

- To protect the existing residential community, substantial buffering and screening should be provided between the non-residential use and the adjoining residential properties.

The remainder of this area is planned for neighborhood serving retail and office uses up to 0.35 FAR. Building heights within this sub-unit should not exceed 40 feet, and buffering to adjacent residential neighborhoods should consist of a solid wall and landscaping with a setback area designed as a transition to adjacent residential uses.

Redevelopment of this sub-unit (approximately 5.5 acres) is envisioned to include a maximum of 26,000 square feet of office uses and 29,000 square feet of retail uses..

Sub-Unit D-3

This sub-unit is located on the south and west sides of the intersection of Leesburg Pike and Columbia Pike. It is currently developed with the Baileys Crossroads Shopping Center which is located directly west of the Columbia Pike/Leesburg Pike interchange and adjacent related commercial uses on Columbia Pike and Leesburg Pike.

Base Plan Recommendations – The base plan recommendation for this sub-unit is 200,100 square feet of community serving retail uses.

Redevelopment Option - Revitalization of the existing Baileys Crossroads shopping center and expansion and renovation within the sub-unit should provide facade renovation, parking lot landscaping, coordinated signage, and coordinated access points along Leesburg and Columbia Pikes.

This sub-area is planned for community-serving retail and office uses up to 0.35 FAR. As an option, retail and office mixed use up to 0.50 FAR may be considered provided that consolidation of all parcels within the sub-unit occurs, access points to Leesburg and Columbia Pikes are consolidated, and a buffer with appropriate landscaping and a solid wall is provided as a transition to adjacent residential or institutional uses. As a further option, Tax Map parcels 61-2((17))(A)17-18 and 35-36 may be considered for townhouse-style residential use at 8-12 du/ac, or Tax Map parcels 61-2((17))(A)17-18 for townhouse-style office use up to 0.35 FAR, if these parcels are consolidated with adjacent parcels in Sub-Unit D-4 planned for similar use, and access to Columbia Pike is minimized.

Any access points along Columbia Pike for this sub-unit should be coordinated with the planned transportation improvements along Columbia Pike, the existing signalized intersections and other access points on the east side of Columbia Pike. Access points along Leesburg Pike should be coordinated with the signalized intersection at the Crossroads Center Way on the north side of Leesburg Pike. Pedestrian connections to adjacent residential properties from the shopping center should be provided.

Redevelopment of this sub-unit (approximately 13.5 acres) is envisioned to include a maximum of 152,000 square feet of office uses and 152,000 square feet of retail uses.

Sub-Unit D-4

This sub-unit is located on the west side of Columbia Pike and north side of Tyler Street. It is currently developed with neighborhood serving retail uses and office uses in residentially scaled buildings.

Base Plan Recommendations – The base plan recommendation for this sub-unit is 6,100 square feet of office uses and 21,100 square feet of retail uses.

Redevelopment Option - Within this sub-unit, Tax Map parcels 61-2((17))(E)1A-5 and 61-2((17))(A)19-21 are developed with and planned for neighborhood-serving retail uses. Tax Map parcels 61-2((17))(A)23-34 are planned for office use at the current intensity. To provide a transition between the stable single-family residential neighborhood to the west and north, the remainder of this sub-unit is planned for residential use at 4-5 du/ac.

As an option, townhouse-style residential use at 8-12 du/ac may be considered for this sub-unit provided that logical consolidation is achieved, vehicular access to Columbia Pike is minimized, and access to redeveloped parcels is provided via median breaks. As a further option, townhouse-style office use up to 0.35 FAR may be appropriate for those parcels within the sub-unit that front on Columbia Pike provided that, in addition to the above conditions, a buffer consisting of a solid wall, landscaping, and setback area is provided as a transition to adjacent residential uses.

Access points along Columbia Pike for this sub-unit should be minimized to the extent feasible and should be coordinated with the planned transportation improvements along Columbia Pike, the existing signalized intersections and other access points on the east side of Columbia Pike.

Redevelopment of this sub-unit (approximately 6.9 acres) is envisioned to include a maximum of 65,000 square feet of office uses and 23,000 square feet of retail uses.

LAND UNIT E

Dominant features of Land Unit E include Fairfield Baileys, a multifamily residential development, institutional uses, office uses and hotel uses. The Arlington County boundary and stable single-family residential uses in Fairfax County and Arlington County are on the north side of this Land Unit.

The following recommendations apply to the sub-units of Land Unit E.

Sub-Unit E-1

This sub-unit is located on the north side of Leesburg Pike between Leesburg Court and George Mason Drive. It is currently developed with a variety of residential, office, retail and institutional uses.

Base Plan Recommendations – The base plan recommendation for this sub-unit is 50,100 square feet of office uses, 1,300 square feet of institutional uses and 180 multifamily residential units.
Redevelopment Option - This sub-unit is planned for and developed with a variety of residential, office, retail and institutional uses. The Leesburg Apartments (Tax Map parcel 62-3((1))12), are planned for and developed at 16-20 du/ac and should be retained at the existing density.

Redevelopment of this sub-unit (approximately 12.5 acres) is envisioned to include a maximum of 55,000 square feet of office uses, 2,000 square feet of institutional uses and 200 multifamily residential units.

Sub-Unit E-2

This sub-unit is located on the north side of Leesburg Pike, east side of South George Mason Drive, west side of South Fourteenth Street and south side of Dinwiddie Street. It is currently developed with institutional and office uses and multifamily residential uses.

Base Plan Recommendations – The base plan recommendation for this sub-unit is 27,250 square feet of office uses, 16,200 square feet of institutional uses and 415 multifamily residential units.

Redevelopment Option – This sub-unit is planned for and developed with institutional, office and multifamily residential uses. The Calvary Baptist Church (Tax Map parcel 62-3((1))13) located on the north side of Leesburg Pike and east side of South George Mason Drive is planned for institutional use and the office (Tax Map parcel 62-3((7))A) located on the north side of Leesburg Pike and west side of South Fourteenth Street is planned and developed for office uses at its existing intensity.

The Fairfield Baileys multifamily residential development (Tax Map parcel 62-3((1))14A) is located on a 7.21 acre parcel on the north side of Leesburg Pike in between the two above parcels. This multifamily development is planned and developed at 57.56 du/ac with 415 multifamily residential units. The total FAR is 1.65. This parcel includes 14,226 sq.ft of property in Arlington County. The Fairfield Baileys development should be retained at the existing density.

Redevelopment of this sub-unit (approximately 9.6 acres) is envisioned to include a maximum of 113,000 square feet of office uses, 47,000 square feet of retail uses, 16,000 square feet of institutional uses and 450 multifamily residential units.

Sub-Unit E-3

This sub-unit is located on the north side of Leesburg Pike between South Fourteenth Street and the Arlington County boundary. It is currently developed for hotel uses.

Base Plan Recommendations - The base plan recommendation for this sub-unit is 61,600 square feet of retail uses.

Redevelopment Option – This sub-unit is planned for and developed with hotel uses which should be retained at the existing intensity. This area is designated as a gateway location.

Redevelopment of this sub-unit (approximately 4.8 acres) is envisioned to include a maximum of 133,000 square feet of retail uses.

LAND UNIT F

The dominant feature of Land Unit F includes the Skyline Complex. Single-family residential uses are along the south boundary of this Land Unit and the City of Alexandria is on the east side of this land unit.

The following recommendations apply to the sub-unit of Land Unit F.

Sub-Unit F-1

This sub-unit is located on the south side of Leesburg Pike and borders the City of Alexandria boundary. It is currently developed with the Skyline Center which is a mixed-use development, containing residential, office, retail, park and recreational components.

Base Plan Recommendations – The base plan recommendation for this sub-unit is 3,018,000 square feet of office uses, 260,000 square feet of retail uses and 3,600 multifamily residential units.

Redevelopment Option – This sub-unit is planned for and developed as a mixed-use development, containing residential, office, retail, park and recreational components.

Except as may be permitted as an option on Tax Map parcel 62-3((1))38B, overall residential densities should not exceed 37 units per acre, as approved.

The undeveloped 5.25 acre site (Tax Map parcel 62-3((1))38B) is planned for office use. As an option, high-rise residential units may be considered in place of the approved office use on this site if these units are within the general configuration and height limits of the approved office plan. Development of the five-acre site should provide for on-site pedestrian amenities, enhanced pedestrian connections to adjacent parcels within Skyline Center and across Leesburg Pike, landscaping to enhance the pedestrian environment, and interparcel access to adjacent properties in order to reduce the number of vehicular trips on the surrounding arterial streets.

Retail use up to 120,000 gross square feet may also be appropriate for Parcel 38B, in lieu of the planned office or optional high-rise residential use if the intent is to enhance the prominence of the former Skyline Mall and not to develop a visually isolated retail presence on Leesburg Pike. This retail alternative is appropriate if the following conditions are met:

- Retail development on Parcel 38B should be architecturally compatible with Skyline Center and should provide a direct and visually attractive pedestrian linkage with the former Skyline Mall to encourage interaction between the two retail sites. Demonstration of such linkage and compatibility should be presented with any rezoning/development proposal for retail use. Drive-through uses are not appropriate for the subject property. All service areas, loading facilities, and trash dumpsters should be screened from view through either fencing, landscaping, or building design. The maximum height of any structure should not exceed 40 feet, exclusive of parapets, which may extend above 40 feet but no more than 45 feet; architectural features may extend up to 50 feet;

- Retail development on the subject property should promote pedestrian connections that provide the most direct access from adjacent residential uses within Skyline Center to the retail use, with the fewest interruptions by vehicle travelways in order to enhance the accessibility of retail development from adjacent residential uses.
  The existing tree cover along Leesburg Pike and the perimeter of the subject property should be retained where possible or replaced with landscaping of a quantity and quality consistent with previously approved development at Skyline Center. In addition, should a retail option be considered, the previously approved "Parking Reduction for Skyline Center" should be examined to ensure that adequate parking can be provided for development at Skyline; and

- Primary access should be provided at a signalized intersection at Leesburg Pike, subject to coordination with the county's Department of Transportation and the Virginia Department of Transportation. The preferred primary access point should be provided at the signalized intersection at Leesburg Pike, immediately west of the Leesburg Pike/South Jefferson Street intersection. In addition to the primary access, at least one vehicular point of access internally from Skyline would be desirable.

Tax Map parcel 62-3((1))34, located on Leesburg Pike, east of Skyline, is planned and developed as neighborhood-serving retail use, and is designated as a gateway location.

At present, two transit stops for the Pike Transit Initiative are proposed for the Baileys Crossroads CBC. One of the transit stops is within the Skyline complex.

The redevelopment option for this sub-unit should also include appropriate pedestrian linkages to the transit stop from within the Skyline complex to maximize the use of the transit stop. Pedestrian plazas and ground-level retail etc. should be provided in the vicinity of the transit stop to create a vibrant environment around the proposed transit stop.

In addition, ground-level retail should also be considered along Leesburg Pike to maintain the vibrancy of the boulevard concept for Leesburg Pike. If additional buildings are constructed along Leesburg Pike, they should conform to the build-to line occupied by the structures within the Town Center District in order to maintain a consistent building wall along Leesburg Pike.

Redevelopment of this sub-unit (approximately 96.4 acres) is envisioned to include a maximum of 3,018,000 square feet of office uses, 259,600 square feet of retail uses and 3540 multifamily residential units.

LAND UNIT RECOMMENDATIONS SUMMARY

Table 7 provides a summary of the Land Unit and Sub-unit recommendations for the Baileys East and West Districts.

TABLE 7 – BAILEYS WEST AND BAILEYS EAST DISTRICTS
LAND UNIT RECOMMENDATIONS SUMMARY

BAILEYS WEST

Sub-Unit	**Base Plan**	**Redevelopment Option**	**Comprehensive Plan Map**
C-1	36,400 square feet of institutional uses	A maximum of 36,000 square feet of institutional uses	Public Facilities
C-2	20,400 square feet of office uses and 112,100 square feet of retail uses	A maximum of 85,000 square feet of office uses and 306,000 square feet of retail uses	Retail and Other Uses
C-3	393,300 square feet of community serving retail uses and 50 multifamily residential units	A maximum of 56,000 square feet of office uses, 360,000 square feet of retail uses and 50 multifamily residential units	Retail and Other Uses, Residential Uses at 4-5 du/ac and 8-12 du/ac densities
C-4	184,900 square feet of office uses, 19,200 square feet of retail uses and 223 multifamily residential units	A maximum of 166,000 square feet of office uses, 62,000 square feet of retail uses and 250 multifamily residential units	Retail and Other Uses, Office Use, Residential Use at 16-20 du/ac density
D-1	116,700 square feet of neighborhood serving retail uses	A maximum of 61, 000 square feet of office uses and 101,000 square feet of retail uses	Retail and Other Uses

BAILEYS WEST (continued)

Sub-Unit	Base Plan	Redevelopment Option	Comprehensive Plan Map
D-2	33,500 square feet of office uses, 4,000 square feet of retail uses and 4 single-family dwelling units	A maximum of 26,000 square feet of office uses and 29,000 square feet of retail uses	Office Use, Residential Use at 2-3 du/ac
D-3	200,100 square feet of community serving retail uses	A maximum of 152,000 square feet of office uses and 152,000 square feet of retail uses	Retail and Other Uses

BAILEYS EAST

Sub-Unit	Base Plan	Redevelopment Option	Comprehensive Plan Map
D-4	6,100 square feet of office uses and 21,000 square feet of retail uses	A maximum of 65,000 square feet of office uses and 23,000 square feet of retail uses	Retail and Other Uses, Office Use, Residential Use at a 4-5 du/ac density
E-1	50,100 square feet of office uses, 1,300 square feet of institutional uses and 180 multifamily residential units	A maximum of 55,000 square feet of office uses, 2,000 square feet of institutional uses and 200 multifamily residential units	Residential Use at 16-20 du/ac density, Office
E-2	27,250 square feet of office uses, 16,200 square feet of institutional uses and 415 multifamily residential uses	A maximum of 113,000 square feet of office uses, 47,000 square feet of retail uses, 16,000 square feet of institutional uses and 415 multifamily residential units	Office Use, Public Facilities, Mixed-Use
E-3	61, 600 square feet of retail uses	A maximum of 133,000 square feet of retail uses	Retail and Other Uses
F-1	3,018,000 square feet of office uses, 260,000 square feet of retail uses and 3,600multifamily residential units	Same as Base Plan	Mixed-Uses, Retail and Other

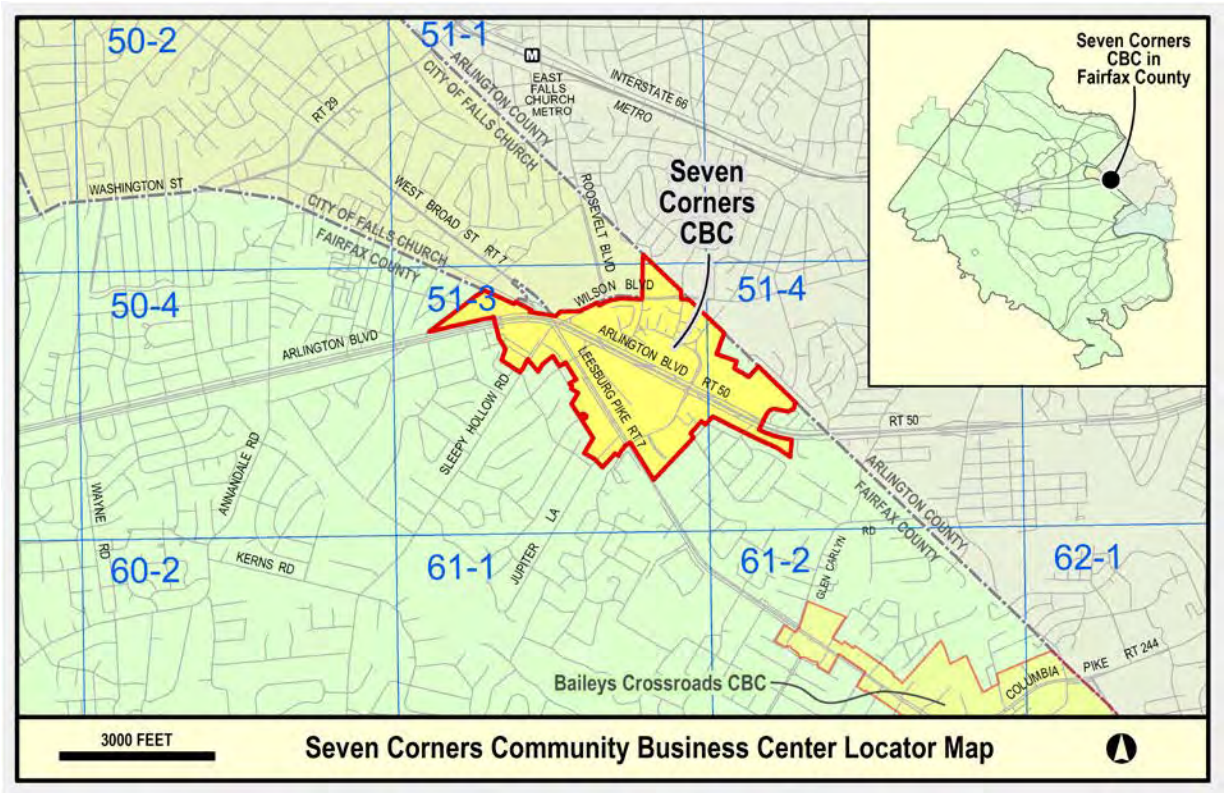
SEVEN CORNERS COMMUNITY BUSINESS CENTER

LOCATION AND CHARACTER

The Seven Corners Community Business Center (CBC) is a gateway to Fairfax County from both Arlington County and the city of Falls Church. The CBC (see Figure 23) is centered on the intersection of three regional commuter routes: Arlington Boulevard (Route 50), Leesburg Pike (Route 7), and Wilson Boulevard/Sleepy Hollow Road. The convergence of these major routes forms the multi-cornered interchange from which the CBC derives its name. The Seven Corners CBC is a vibrant and culturally diverse community that includes approximately 218 acres. Although dominated by the Seven Corners Shopping Center, Willston I and Willston II Shopping Centers, and The Corner at Seven Corners, the CBC also contains two high rise office towers, lower scale office buildings and a variety of residential uses including garden style complexes and townhouse neighborhoods. Surrounding the CBC are stable residential communities with a variety of densities, and a number of retail, automobile sales and service, and office uses located in the City of Falls Church which, with Arlington County, forms the northern and eastern boundaries of the CBC.

The Seven Corners Shopping Center is a dominant focal point of the area and is considered both locally and regionally as the "center" of the Seven Corners CBC. The automobile orientation of this landmark, the complicated Seven Corners interchange itself, and the concentration of other highway-oriented, commercial development pose significant challenges to creating a strong sense of place.

Figure 23 – Seven Corners CBC Locator Map



DEVELOPMENT AND PLANNING HISTORY

Known as Lee Boulevard in the 1920s, what is now Arlington Boulevard follows an early county road that ran from the Fairfax Court House via Falls Church and the Aqueduct Bridge to Washington, D.C. By the 1930s, it became a major commuter route with the expansion of the federal government during the Great Depression and the development of new, inexpensive housing in Fairfax County. Leesburg Pike is much older and followed wagon trails that stretched from the Shenandoah Valley via Leesburg to the port of Alexandria. It was known as the "Middle Turnpike" when it was improved between 1818 and 1838. Fort Buffalo, one of the major hill-top defensive works built by Union engineers during the Civil War to protect approaches to Washington, was located at the intersection of these two roads. The site was strategically chosen as one of several points of higher elevation along the ridge between Baileys Crossroads and the present Seven Corners.

After the Civil War, the area grew slowly with farms, scattered houses and crossroad stores dominating the land use pattern through the early 20th Century. After World War II, the area experienced rapid residential and commercial growth as demand for new housing, and the retail and office related uses to serve it, spread from Arlington west to rural Fairfax County. In the early 1950s, the tract of land once belonging to Frederick Foote, a free black who had purchased the land in 1864, became the site of the Seven Corners Shopping Center. This was the second and at the time largest "modern" shopping center in the Washington region. This shopping center, and the grade-separated interchange built in the 1960s, set the development pattern for the area as additional commercial development occurred from that time through the 1970s, with expansions and renovations of existing facilities during the 1980s through the 1990s.

Recognizing the age of many structures in older commercial areas throughout the county, and the opportunities and constraints of commercial revitalization and redevelopment in these areas, the Fairfax County Board of Supervisors initiated a commercial revitalization program in 1986 designating the Seven Corners area as part of a revitalization area. This designation was intended to support and encourage a comprehensive program of economic revitalization, preserve community- and neighborhood-serving retail uses, and protect stable residential neighborhoods from commercial encroachment associated with redevelopment. The primary focus in 1986 was to provide incentives for business and property owners to upgrade the area by enhancing the attractiveness of its retail establishments, continuing its neighborhood- and community-serving function, and focusing on certain "Opportunity Areas," specifically within the Seven Corners business area.

The concept of Community Business Centers, such as the Seven Corners CBC, and providing more focused redevelopment and revitalization guidance was introduced in the county's 1990 Policy Plan volume of the Comprehensive Plan. To further support the revitalization process, a consultant's study of the potential for revitalization of the Seven Corners CBC was undertaken in 1997 (*Commercial Redevelopment Plan: Baileys Crossroads and the Seven Corners Revitalization Areas*, Hunter Interests, Inc., Annapolis, Maryland, 1997). This study included market analyses as well as urban design, transportation, and redevelopment recommendations for the Board-designated Baileys Crossroads/Seven Corners Revitalization Area which includes the Seven Corners CBC. The consultant's findings and recommendations were prepared at the direction of the county's Department of Housing and Community Development (HCD), and developed with input from a citizen focus group appointed by the Mason District Supervisor to represent area residents, civic associations, the business community, and local property owners.

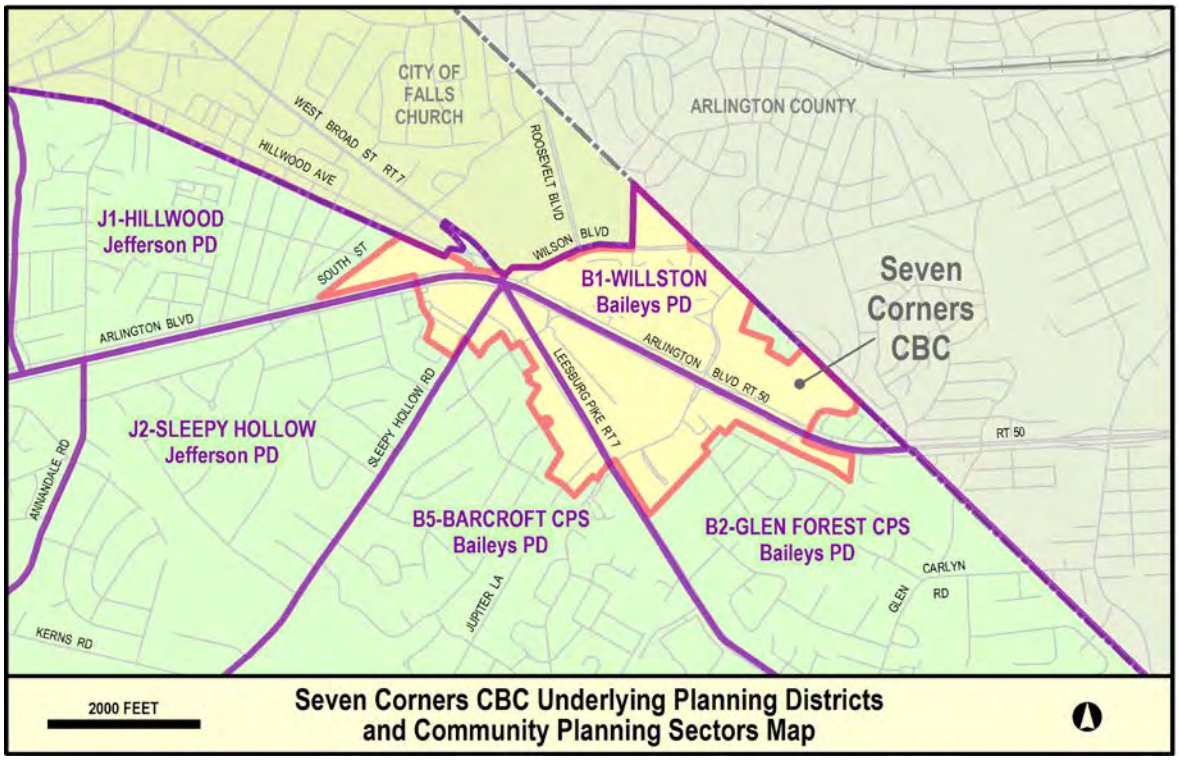
In 1998, the Board designated the Seven Corners CBC as a special study area for the purpose of considering changes to the Comprehensive Plan. This enabled a later amendment of the Plan to encourage and support community revitalization efforts. This special study evaluated previous efforts and projected the development potential for the Seven Corners CBC based on an analysis of future planned infrastructure and environmental constraints. Also in 1998, the Board designated the area comprising the Seven Corners CBC as part of the Baileys Crossroads/Seven Corners Commercial Revitalization District (CRD). This designation is a special category within the county's Zoning Ordinance intended to encourage revitalization activities by providing greater flexibility in ordinance requirements.

At the request of the Mason District Supervisor in 2012, a series of community-wide meetings and workshops were held to begin to define a community vision for the future Seven Corners CBC as well as understand concerns, interests and goals. Following the visioning workshops, a task force and two working groups were established with a focus on land use and transportation; connectivity and transportation issues; and quality of life concerns. Participants included local residents, property and business owners, and community and civic organizations. To incorporate the recommendations of the task force for encouraging the revitalization of the Seven Corners CBC, the Board authorized a Plan Amendment in 2013. Based on the community's vision, Comprehensive Plan guidance directs redevelopment in certain areas (Opportunity Areas) of the CBC by providing greater flexibility in uses and ways to achieve development potential. Within the Opportunity Areas, intensity of development is described through a combination of building height, building form and other urban design considerations instead of specific Floor Area Ratio (FARs). Streetscape and improved pedestrian, bicycle and vehicular connectivity guidance is provided for the entire CBC. In addition, a redesign of the Seven Corners interchange and surrounding roadway network is recommended. The following guidance reflects a new community vision and incorporates a more flexible, form-based planning approach to encourage redevelopment.

PLANNING DISTRICTS AND SECTORS

The Comprehensive Plan is organized by Planning Districts and Community Planning Sectors. The accompanying Planning Districts and Community Planning Sectors Map, as shown in Figure 24, indicates the relationship of the Seven Corners CBC to these districts and sectors. Consult the District Overview for additional guidance on transportation, housing, environment, heritage resources, public facilities, and parks and recreation.

Figure 24 – Seven Corners CBC Underlying Planning Districts and Community Planning Sectors Map



CONCEPT FOR FUTURE DEVELOPMENT

The Comprehensive Plan for the Seven Corners CBC encourages redevelopment that will increase the residential population as well as the number and variety of jobs, while encouraging a high-quality, pedestrian-oriented environment. The plan promotes a vibrant mix of land uses to enhance the quality of life for residents, while enabling business to prosper and actively contribute to the economic and social vitality of Seven Corners. The concept envisions a variety of housing types, employment options including incubator space for entrepreneurial ventures, and shopping and entertainment within walking distance of area residents. Strategically located public open spaces are planned throughout the mixed use areas as centerpieces that foster community interaction and civic events. In addition to economic diversity, higher-density, mixed-use development will support a walkable environment and establish a sense of place. By encouraging the highest quality development, the full potential of the area can be attained while protecting and strengthening the residential communities that surround the CBC. People in nearby residential areas will have attractive walking access to the CBC where their retail and entertainment needs can be satisfied, and their lives enriched by local community activities.

As stated previously, in the summer of 2012, area residents and businesses of the Seven Corners community came together to create a vision for the future CBC. This interaction and dialogue informed the work of the Seven Corners Task Force, which resulted in the overarching themes and guiding principles summarized below:

Enhance the connectivity of the area via an improved and expanded street network, new bridge connection(s), better pedestrian and bicycle facilities as well as increased transit service;

Provide a range of housing options for all needs, abilities, ages and income levels, and preserve the existing affordable and workforce housing;

Protect the surrounding established neighborhoods from further retail encroachment and traffic;

Create or retain compatible transitions at the edges to stable residential neighborhoods through a combination of use, intensity, scale, setbacks, and building type and height;

Revitalize the Seven Corners CBC by retaining or redeveloping as part of mixed-use development a mixture of neighborhood-serving retail, office, civic, and recreational/cultural uses with a broad range of housing types to serve a diverse community;

Create spaces that foster civic interaction and community gathering, and that incorporate public art;

Emphasize pedestrian scale, character, enhanced appearance and accessibility to strengthen the quality of life for residents;

Design developments to reduce reliance on single-occupant vehicles and provide only the minimum of parking necessary in mixed-use developments;

Foster high-quality design and sustainable development that limits adverse impacts on the environment and the community;

Create a thriving, safe, clean and dynamic urban mixed-use center that provides essential lifestyle services, amenities, and connectivity, and embraces Seven Corners' diverse community and central location as a transportation hub and historic gateway to Fairfax County.

Planning objectives for achieving this vision include:

Objective 1: Promote attractive, high-quality development that exhibits the best in design and contributes to the overall vision of Seven Corners as a premiere place to live, work, and play.

Objective 2: Employ measures such as trails, sidewalks, and complete streets to improve connectivity within the Seven Corners CBC and from the CBC to other areas.

Objective 3: Apply streetscape design to the reconstruction and addition of all roads in the Seven Corners CBC to achieve a system of interconnected complete streets to serve motorists, pedestrians, cyclists and transit users.

Objective 4: Promote new residential development within the Seven Corners CBC within planned mixed use settings.

Objective 5: Retain and enhance businesses serving the community.

Objective 6: Ensure the pattern of land uses protects the stability of neighboring residential areas by establishing transitional areas and preventing commercial encroachment into such areas.

Objective 7: Encourage mixed-use development, where appropriate, and pedestrian-oriented "destination type uses," including restaurants and small scale retailers to promote pedestrian movement and facilitate human interaction.

Objective 8: Utilize design guidelines in revitalization and redevelopment within the Seven Corners CBC to create a more attractive and functionally efficient community-serving commercial and mixed-use area.

Objective 9: Establish civic gathering spaces, green spaces, and other public amenities such as a community center, cultural center, public parks, and transit facility which will contribute to a sense of place in the Seven Corners CBC where the diverse communities represented by Seven Corners residents, businesses, and property owners can interact.

Objective 10: Incorporate planned roadway improvements which reflect context sensitive design principles and include elements of complete streets.

Objective 11: Create focal points using the planned new street grid and parks plan.

Objective 12: Establish a hierarchy of green/civic spaces connected by a pedestrian oriented network.

AREAWIDE RECOMMENDATIONS

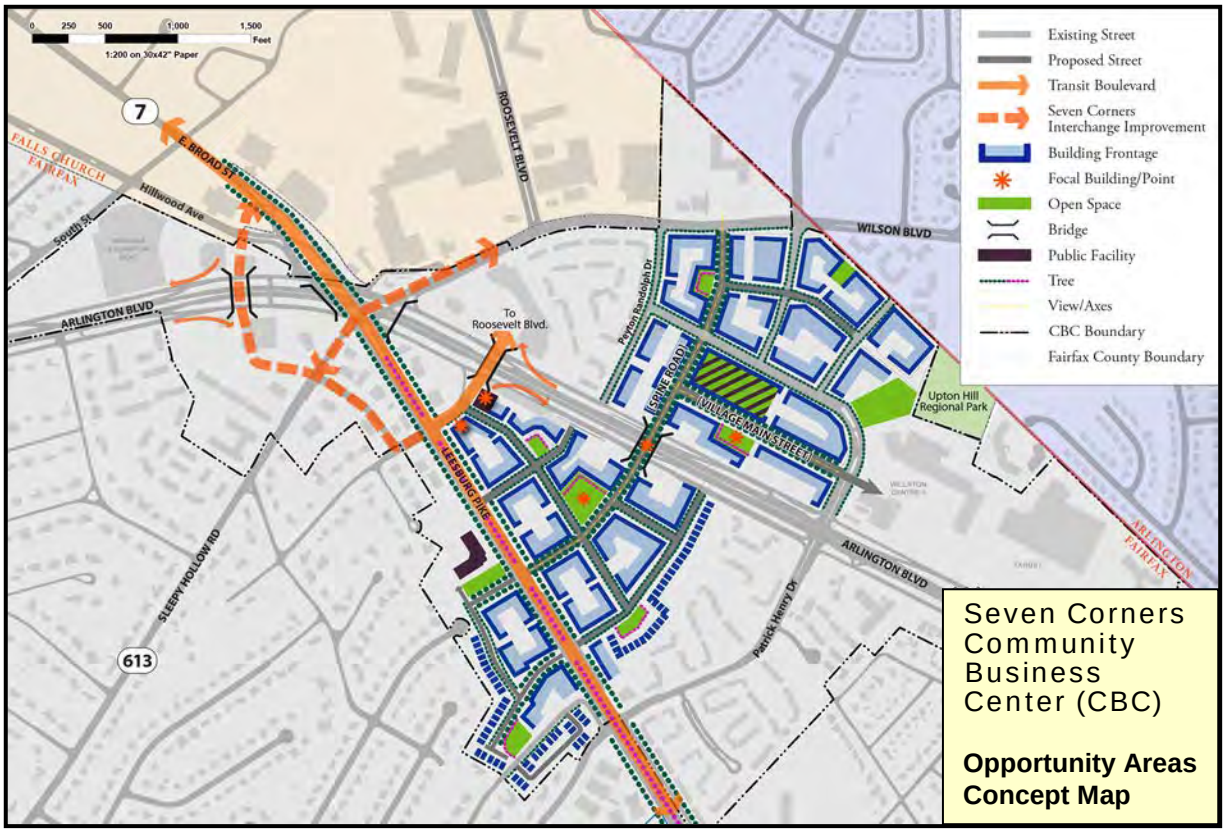
The areawide recommendations are intended to help achieve the future vision for Seven Corners. These recommendations present overall concepts as a framework for the specific land unit recommendations that follow, and provide guidance on areawide issues that may not be specifically addressed in the land unit text because they apply to all land units. The vision of the Seven Corners CBC creates three distinct planning areas: Opportunity Areas, the Transitional Areas and the Minimal Change Area (Figure 43). Within the Opportunity Areas, where redevelopment is envisioned, a form-based approach that emphasizes scale, appearance and function is used to guide redevelopment. In the Transitional Areas, which are expected to maintain existing uses or experience only moderate change, and for the Minimal Change Area, where existing uses are expected to be retained, a more traditional, FAR intensity-based planning approach is recommended. Both such areas may only develop under the Base Development Option. However, if consistent with the overall goals of Seven Corners, parcels in Transitional Areas may be considered for additional intensity through a concurrent Comprehensive Plan amendment and rezoning application. The amendment would re-designate a Transitional Area as an Opportunity Area to allow for the use of the general Redevelopment Option guidance in the newly designated area. All applicable conditions of the Redevelopment Option should be met in the rezoning. Uses in Minimal Change Areas are envisioned to remain as presently developed for the longer term.

Character and Overall Concept

The ultimate goal for the Seven Corners CBC is to create a cohesive whole of its many neighborhoods and commercial centers. The sub-areas are separated by two major roadways, Arlington Boulevard and Leesburg Pike, which, without a proper north-to-south vehicular and pedestrian connection, act as barriers to the integration of the CBC. The Plan envisions three densely developed Opportunity Areas, each with a different character, to serve the greater Seven

Corners area. The three Opportunity Areas will be linked together via a new "spine road" that traverses the CBC from Wilson Boulevard over Arlington Boulevard to Leesburg Pike. This spine road will act as the central organizing construct for redevelopment in the Opportunity Areas. It will serve as the major pedestrian and vehicular north-south connector road and is intended to be faced with street-activating uses and attractive building frontages. A central civic space will be located along one side of the spine road and other urban park spaces will link to it in order to create a pedestrian-accessible open space network. The spine road, together with a new grid of streets that will accompany the redevelopment of the Opportunity Areas, is planned to provide new options for navigating Seven Corners, as shown in Figure 25.

Figure 25 – Opportunity Areas Concept Map



A high-quality transportation network that connects neighborhoods will form a framework for a more urban environment that can be realized through mixed-use buildings located closer to the street; ground-floor retail or other uses activating key streets; an increase in residences; and walkable, tree-lined blocks laced with several types of parks and civic spaces. Such a network will provide new connections that will link the surrounding existing uses. Planned density will step back in height to lower-scale multifamily residential or townhouse development to create a compatible transition to the surrounding residential community.

Leesburg Pike is envisioned as a multimodal transit boulevard that will accommodate high capacity transit in a dedicated space within the right-of-way through the Seven Corners CBC. It will function as an urban link to both the neighborhoods to the north, in the City of Falls Church, and to the neighborhoods to the south, towards Baileys Crossroads. As a major transportation corridor, the challenge posed by Leesburg Pike is transforming it into a pedestrian-

friendly environment. To achieve this, Leesburg Pike is planned to be lined with shops, residential and office buildings oriented to the street; have wide landscaped sidewalks; be accessible; have attractive bus/transit shelters. Depending on the location of transit either in the center or edge of the road, Leesburg Pike may include a landscaped median that also serves as a refuge for pedestrian crossings. Denser developments will be concentrated along both sides of Leesburg Pike, with taller buildings along the Seven Corners Shopping Center side of the road. Crucial pedestrian and bicycle crossings are addressed in further detail in the Transportation section.

Arlington Boulevard, from Patrick Henry Drive to Cherry Street, is intended to serve as the major through corridor for vehicular traffic. It should also accommodate pedestrians and bicyclists by providing a safe and separated facility for users. Development along this corridor within Seven Corners should be more inward focused to direct pedestrian activity along Leesburg Pike as well as the spine road and the village main street.

Planning Approach for the Opportunity Areas

Emphasizing Form Instead of Floor Area Ratio (FAR)

The plan uses a form-based approach to incentivize redevelopment in the Opportunity Areas by emphasizing the scale, land use relationships, urban design principles and function of future development while providing flexibility with respect to specific land uses and intensities. Specifically, building form, design, and height guidance is provided in the plan to describe the development potential of properties within the Opportunity Areas in lieu of more traditional FAR limitations. As such, the amount of building areas allocated to any given property or assemblage will be prescribed by building height, the allotted total square footage for a sub-unit, urban design guidance, parking requirements, street connections and other criteria which may further affect the buildable area. This approach recognizes that intensity expressed as FAR is not always the best indicator of good urban design, building form or project viability. With this form-based approach, developers will have the flexibility to design a project which meets their needs, while conforming to the vision of the community. While the plan aims to maintain and enhance a variety of uses, some flexibility may be appropriate when determining the amount and type of specific nonresidential uses for each site in order to achieve plan objectives so long as the total square footage for the sub-unit is not exceeded and the overall intent for the variety of uses in the sub-unit is preserved (refer to Sub-units Map, Figure 43).

The form-based approach utilizes a maximum total development potential which applies to each individual sub-unit within the Opportunity Areas in the Seven Corners CBC. Capacity for any individual development will be dependent on satisfaction of criteria outlined within the Comprehensive Plan that support the best quality redevelopment of these areas. The total available development potential of the Opportunity Areas combined is approximately 7 million square feet (sf), with an allocation of square footage among the different sub-units and land uses as indicated in Figure 26. As a result, the approximate overall total build-out for the entire CBC is 9.8 million square feet.

Figure 26 – Opportunity Areas Redevelopment Option Table

Opportunity Area		Existing Development [6]		Redevelopment Option			
		Residential (DU)	Nonresidential (sf)	Residential (sf)[1]	Retail (sf)	Office/Hotel (sf)	TOTAL (sf)
Willston Village Center	Sub-unit A-1	589	0	1,200,000	0 [2]	0	3,151,000
	Sub-unit A-2		0	1,000,000	0	0	
	Sub-unit A-3		134,358	560,000	191,000	200,000	
Town Center	Land Unit B	0	630,199	1,960,000	625,000	725,000	3,310,000
Leesburg Pike Village	Land Unit C	0	265,869	404,000 [3]	85,000 [4]	50,000 [5]	539,000
TOTAL		**589**	**1,030,426**	**5,124,000**	**901,000**	**975,000**	**7,000,000**

[1] Assumed Residential Unit Size: 1,000 sf per multifamily unit; 2,000 sf per townhouse unit.

[2] There is an additional option in Sub-unit A-1 to permit up to 190,000 sf of retail along the planned spine road with a commensurate reduction in residential square footage to 1,010,000.

[3] Up to 129,000 sf for townhouse single-family residential, up to 275,000 sf for multi-family residential.

[4] Approximately 40,000 sf for retail, and approximately 45,000 sf for theater/entertainment retail.

[5] There is an additional option in Land Unit C to permit up to 100,000 sf of additional non-residential use with a commensurate reduction in residential square footage to 304,000 sf, and not to exceed the overall land unit cap.

[6] Numbers based on 2012 Seven Corners CBC Existing Conditions Report.

The redevelopment potential of the Opportunity Areas within the Seven Corners CBC can be achieved using the form-based approach to inform the general type, intensity, and distribution of development. The form-based approach is comprised of four major components:

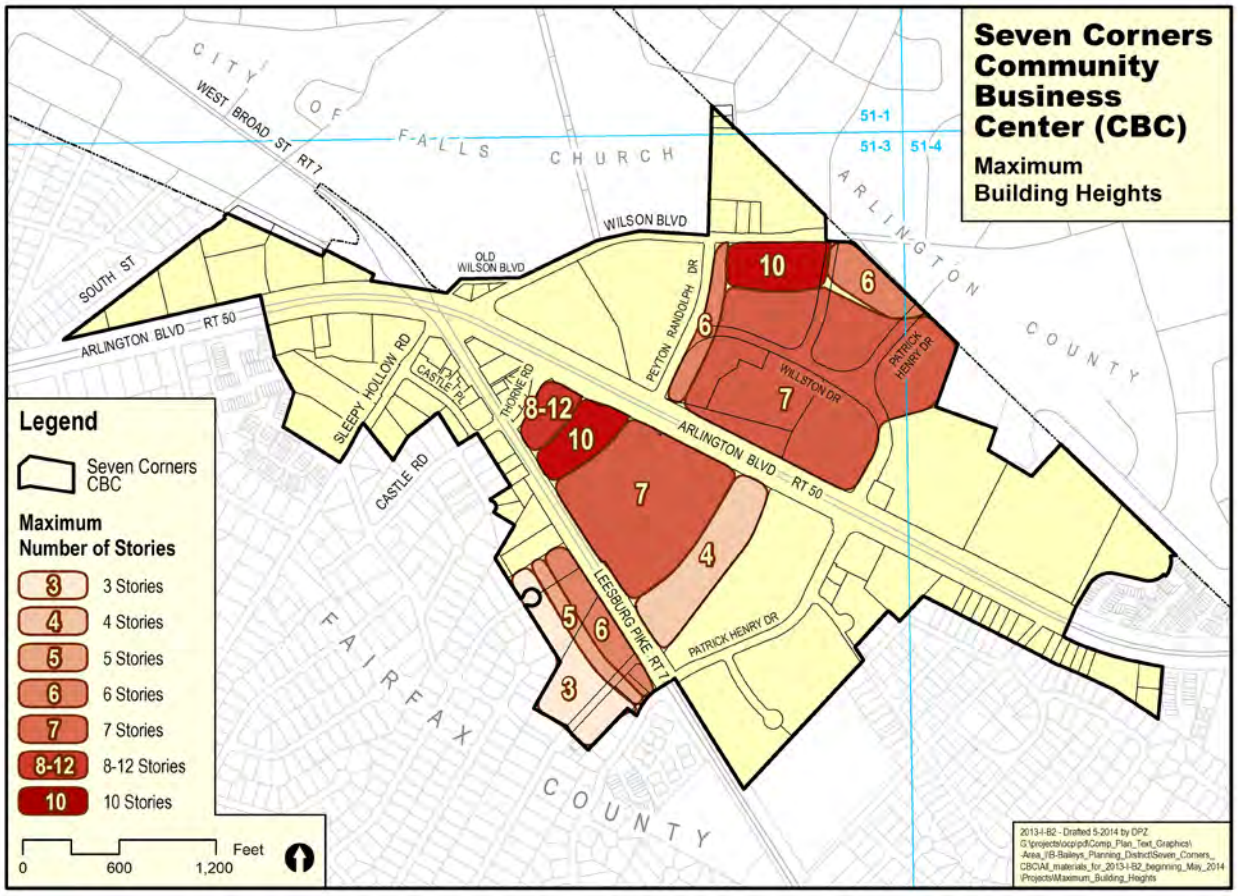
1. Maximum Building Heights
2. General Land Use
3. Urban Street Design
4. Urban Design Recommendations

These four components, along with Policy Plan guidance, will be used to implement the vision of the Seven Corners CBC. The intent is to provide a simple, easy-to-understand method for determining options, as well as for flexibility in implementation. The Maximum Building Heights Map (Figure 27) illustrates the recommended maximum building height within the Opportunity Areas. General land use guidelines, as well as detailed sub-unit guidance, describe the recommended uses, and include specific conditions to be addressed. The Urban Street Network describes desired street design and pedestrian realm improvements. Finally, Urban Design Recommendations provide guidance regarding building siting, design and form, as well as approaches for addressing the building zone area.

Building heights are highest within the Opportunity Areas, and generally taper down to the adjacent communities within and adjacent to the CBC. The tallest buildings are recommended to be located along or near Wilson Boulevard, Arlington Boulevard, and Leesburg Pike, as the larger right-of-way widths can best accommodate the planned height. The additional height will help create focal points that emphasize the core areas of Seven Corners. Further, the tallest buildings and most intense development should be located closest to transit opportunities. Those portions of the Opportunity Areas that border lower scale residential uses should transition to

lower heights consistent with the Maximum Building Heights Map to address impacts of scale on adjacent residential areas.

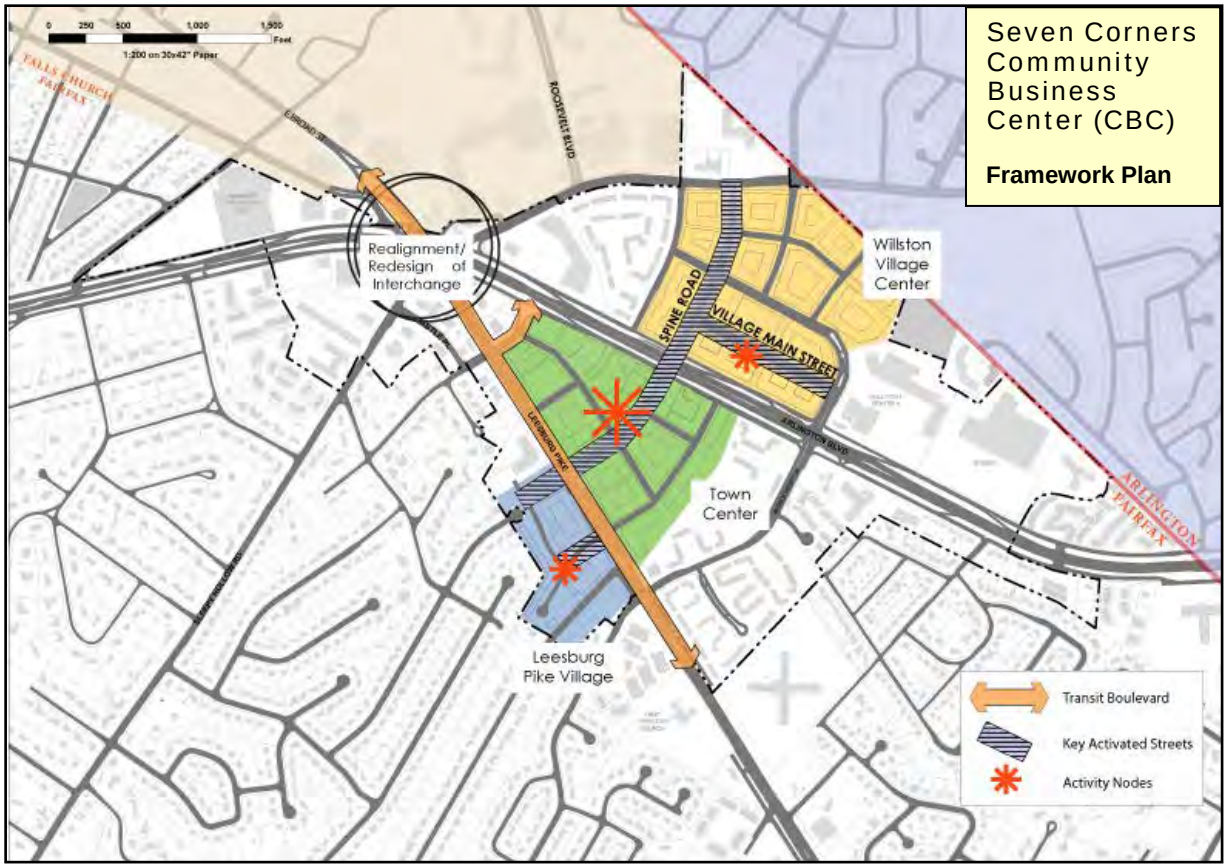
Figure 27 – Maximum Building Heights Map



Opportunity Areas

Each Opportunity Area is intended to function as an activity node, with a distinct character, but should be designed to function as part of a larger whole through linkages to one another and through a network of public open spaces. The individual character of each Opportunity Area will be defined through its respective uses, building type and height, level of development intensity, open spaces, architectural design and streetscapes. The three Opportunity Areas are the Town Center, the Willston Village Center and the Leesburg Pike Village as depicted in Figure 28 and described in greater detail next.

Figure 28 – Framework Plan Map



Willston Village Center

Currently the site of the Willston Multicultural Center, surface parking, the Willston I Shopping Center, the Seven Corners Apartments and the East Falls Church Apartments, this Opportunity Area is envisioned to be more neighborhood-serving and smaller in scale than the Town Center. This area is planned to be organized around a village main street where ground-floor retail, an urban plaza, outdoor dining areas, and community uses will be concentrated to create a lively, pedestrian-friendly environment. The Willston Multicultural Center may be redeveloped as office or a public facility use such as an educational, cultural, governmental and/or human services use to support the local community. Notwithstanding any other provision herein; the Plan provides for the building of an elementary school sufficient to meet the area's needs, whether at Willston or elsewhere within the area, unless Fairfax County Public Schools advises such a school is not necessary. Architecture should provide varied rooflines, use of balconies and bays and articulated building facades, and reflect a residential character. Distinctive architectural treatment of ground-floor uses should distinguish the different uses. The village main street is planned to connect the spine road to Patrick Henry Drive to create an important vehicular link and provide a continuously activated pedestrian space that serves as a focal point for the village. The neighborhood surrounding the main street should consist of medium to higher density residential development in buildings that frame the streets. Heights should transition to be compatible with existing, nearby residential development and be consistent with the Maximum Building Heights Map (Figure 27). Additional pocket parks should

be provided in this area along with an athletic field that is separate from, but connected to, the existing Upton Hill Regional Park.

Town Center

Currently, the Town Center Opportunity Area is the site of the Seven Corners Shopping Center. It is envisioned to have the highest intensity of development and the tallest buildings. Mixed-use development consisting of residential, retail, office and hotel uses is planned to be organized around a large, central plaza that will serve as the main public gathering place for the greater Seven Corners community. This civic place will be where large community events can be held and will be further activated by retail and cultural uses. This plaza should be located along or connect with the spine road, which will allow convenient access to the plaza from areas to the north and south of the town center. Residential uses above or horizontally mixed on the site are intended to create a place where people can live and work and minimize their dependence on the automobile. The site will continue to be the location for the Seven Corners Transit Center, which may be relocated in conjunction with the future implementation of enhanced transit along Leesburg Pike. Architecture is envisioned to be modern with step-backs and building articulation to create a pedestrian environment at the street level. Flat rooflines that incorporate interesting towers or spires and with varied building heights throughout the area would create visual interest. Development along Leesburg Pike should be outward facing so as to enliven this corridor, have street-level retail or other active uses and, generally, be in keeping with the transit boulevard character of Leesburg Pike.

Leesburg Pike Village

The Leesburg Pike Village, also known as Land Unit C, encompasses the parcels west of Leesburg Pike, south of Baileys Upper Elementary School, north of Patrick Henry Drive, and abuts the stable residential neighborhoods of Ravenwood, Ravenwood Park and Sleepy Hollow Manor. It is currently the site of a stand-alone retail department store, two office buildings and a large parking deck. This Opportunity Area is envisioned to be a mixed-use village that provides higher building heights along Leesburg Pike with buildings along the residential periphery of the site limited to townhouses that are up to three stories in height. Appropriate transitions in building form, materials and type should be used to transition to and preserve the character of the existing neighborhoods. A new internal road system north of Juniper Lane is planned to intersect to the spine road at Leesburg Pike. No vehicular or pedestrian connections are envisioned to Shadeland Drive. Vehicular ingress and egress for trips generated by the uses located on the parcels north of Juniper Lane should be directed to and from Leesburg Pike. For parcels south of Juniper Lane, access should be to Juniper Lane and not to Patrick Henry Drive. Neighborhood-serving retail uses, office uses, and multifamily uses should be integrated together to create the village center. Amenities such as publically accessible park spaces providing active and passive recreation opportunities as well as cafes, outdoor seating areas, gathering and entertainment spaces should be oriented to new streets connecting to Leesburg Pike. Development along Leesburg Pike should complement redevelopment at the Town Center, including the provision of street-level retail/office to reinforce the transit boulevard character that is envisioned. Interparcel vehicular and pedestrian connections should be made to the adjacent elementary school. A public park space should be located adjacent to the elementary school.

Development Options for Opportunity Areas

Base Development Option:

The base development level reflects existing and zoned intensities and uses. The areawide recommendations for Urban Design, Transportation, Public Parks, and other guidance are generally applicable to the base development option.

Redevelopment Option:

The redevelopment option provides an increase in the development potential of certain areas in exchange for certain uses, facilities, or other elements which are deemed appropriate to implement the vision for Seven Corners. A variety of benefits have been deemed appropriate to be considered for additional development potential, including, but not limited to:

1. Coordinated Development and Phasing – Development and redevelopment is expected to occur over time and be phased. It is important particularly when there is more than one owner of a sub-unit to coordinate development plans and phasing so that current and future phases work cohesively and implement a coordinated concept plan.

2. Contribute to the Transportation Network – Enhancements should be made to improve the pedestrian, bicycle and vehicular circulation on existing and planned roadways.

3. Conformance with Urban Design and Urban Street Guidance – Redevelopment should conform to the guidance provided in the urban design recommendations and guidelines to achieve the desired building form, type and placement of buildings, and specified streetscapes. All redevelopment should demonstrate how it will contribute to the defined character of the area.

4. Public Parks – Parks and recreation areas or contributions that exceed county urban parks framework recommendations may also be considered. These spaces are expected to be provided with the initial phase of redevelopment.

5. Public Facilities – Monetary contributions or land should be provided for identified public facilities that are needed to accommodate the future development of the Seven Corners CBC. Such facilities may include, but are not limited to a school, government center, cultural center, community center and/or transit facility.

6. Provide Enhanced Green Building Certification – LEED certification, or the equivalent, is the minimum expectation for the Seven Corners CBC, as established by county policy.

7. Compatibility with Adjacent Land Uses to Include:

    a. Tapering of building height and buffering as needed to provide a transition to lower density neighborhoods, and/or

    b. Physical connection and complementary architectural style when adjacent to higher intensity uses.

8. Provide a Significant Affordable Housing Component – A key to the continued growth of Seven Corners is the availability of a variety of housing types at a range of income levels. The Policy Plan states that affordable housing should be located close to employment opportunities and should be a vital element in high density and mixed-use development projects. As a center for jobs and commerce, Seven Corners is well situated to provide housing which will promote a vibrant CBC.

Figure 29 – Affordable Housing Table

Affordable Housing	Income Tiers	
	15% Tier	12% Tier
Up to 120% of AMI	2% of total units	n/a
Up to 100% of AMI	3% of total units	2% of total units
Up to 80% of AMI	5% of total units	5% of total units
Up to 70% of AMI	3% of total units	3% of total units
Up to 60% of AMI	2% of total units	2% of total units

In Sub-units A-1 and A-2, a 1:1 replacement of existing affordable residential units at or below 60% AMI within the development area is expected. As recommended by the Fairfax County Relocation Guidelines, proposed redevelopment should incorporate a Relocation Assistance Plan so as to minimize displacement of the tenants and to provide fair, consistent, and equitable treatment of displaced persons. The Plan should be prepared by the developer and submitted to the Fairfax County Department of Housing and Community Development, as specified in the guidelines. Guiding principles should include limited voluntary displacement, using vacancies by attrition, where possible, and temporary housing; with relocation and assistance costs to be borne by the landowners. Projects with a residential component in Sub-unit A-3 and Land Unit B may be granted redevelopment potential if 15 percent of the residential units in new developments are affordable to households with incomes ranging up to 120 percent Area Median Income (AMI). In Land Unit C, projects with a residential component may be granted redevelopment potential if 12 percent of the residential units in new developments are affordable to households with incomes ranging up to 100 percent AMI as per county policy. All affordable units should fall within the income tiers shown in Figure 29. The Redevelopment Option includes the Policy Plan density bonus and is not intended that there be an additional bonus for the provision of affordable and/or workforce units.

Planning Approach for the Transitional Areas/Minimal Change Area

The areas of the Seven Corners CBC outside of the Opportunity Areas are referred to as either Transitional Areas or as Minimal Change Areas. Land uses and development patterns in these areas, which include, for example, the twin office towers, the Willston II Shopping Center, the Corner at Seven Corners, and the Hollybrooke Condominiums, represent stable residential areas and commercial areas not planned for redevelopment. The Transitional Areas represent a variety of uses that, given recent or continued reinvestment, location or overall community value, are planned to be retained.

Nevertheless, parcels within Transitional Areas may be appropriate for consideration of redevelopment through a concurrent Comprehensive Plan amendment and rezoning application. This approach is consistent with county policy to facilitate redevelopment in designated revitalization districts and areas. Proposals for redevelopment pursued under this option should demonstrate the ability to provide the benefits recommended for consideration under the redevelopment option in the Opportunity Areas. The concurrent Comprehensive Plan amendment and rezoning process will explore additional benefits necessitated as a result of redevelopment within the Transitional Areas.

The Plan uses a more traditional, FAR intensity-based planning approach in the Transitional Areas. New development or redevelopment could occur using the Base

Development Option and consistent with sub-unit guidance. However, if consistent with the overall goals of the Seven Corners CBC, parcels in Transitional Areas would be re-designated as an Opportunity Area so as to allow for the use of the Redevelopment Option in the newly designated area. All applicable conditions of the Redevelopment Option should be met in the rezoning.

Parcels within the Minimal Change Area are not anticipated to redevelop and are envisioned to retain current uses and intensities. However, this area also has a base development option.

GENERAL LAND USE GUIDELINES

General and specific guidance is provided to implement the vision of the Seven Corners CBC. The following guidelines are intended to supplement the land unit recommendations.

Land Use

A mixture of uses should be provided in the Seven Corners CBC such that a vibrant, unique, and social place is created that extends activity beyond the normal working hours. The success of this vision is reliant on providing a broad range of dwellings, uses, and services that respond to the needs of the local residents, employees, and regional users. The coordinated design of the Opportunity Areas within the CBC will provide new environments connected by open space, walkways, trails and roadways. These areas combined with an improved transportation network will promote competiveness of individual uses and the CBC as a whole.

Supported Uses

In general, mixed-use development is planned for the Opportunity Areas, as expressed in the land unit recommendations, where residential, commercial, office, hospitality, civic, institutional and retail uses or a mixture of those uses are expected within the Seven Corners CBC. Arts and cultural uses are supported in specified areas within the CBC to serve the community and to complement surrounding uses.

Discouraged Uses

Uses that detract from the planned vision of the CBC should be discouraged. These include, but are not limited to:

- Storage and Distribution – Storage or distribution as primary use is discouraged. These uses detract from the vision of a vibrant, urban community. If these kinds of uses are considered, they should be incorporated into a mixed-use development. For example, a self-storage facility which includes office and retail facing the street would be preferable to a warehouse without an active use component. Facilities for the storage of lumber, building materials, and similar contractor yards, should also be discouraged.

- Auto-oriented and Drive-through Uses – New auto-oriented uses are discouraged. Uses which include drive-thrus, including fast-food restaurants, and others, do not contribute to a pedestrian-friendly environment. Drop-off areas or porte-cocheres should also be discouraged as they disrupt pedestrian and vehicular traffic flow. The creation of freestanding pad sites is also discouraged.

- Outdoor Sales and Storage – Outdoor sales of equipment and material as a primary use is discouraged. This includes motor vehicle sales, trailer sales, and other equipment. This does not include limited materials typically stored indoors, but displayed outdoors for sidewalk sales or similar events. Unscreened outdoor storage of equipment or materials should be highly discouraged.

Alternative Land Uses

Alternative uses are those uses which may not be specifically recommended in an area, but which may be consistent with the vision of the Seven Corners CBC, and which would not have impacts which exceed those uses which otherwise would have been supported. When an alternative land use can be demonstrated to be consistent with the desired urban form and compatible with the surrounding development and when the Plan's transportation needs, pedestrian orientation, and other urban design aspects called for in the Plan are adequately addressed, such uses may be considered. For example, a hotel use may be compatible in areas planned for office and retail use provided that such use conforms to the desired form, contributes to the pedestrian orientation, and provides needed public amenities. In addition, the Plan is flexible and encourages future opportunities for institutional, cultural, recreational, and governmental uses which enrich community life, improve the provision of public services, and enhance the area's business competiveness. Such uses may be considered where the use and scale is compatible with planned uses. Generally, community-serving institutional uses, such as a community center, may be considered in any land unit if the use is of a similar scale and character as other uses planned for the sub-unit.

Other General Guidelines

- Affordable Housing – For all base development proposals outside the Opportunity Areas with a residential component, affordable housing should be provided in accordance with the Affordable Dwelling Unit Ordinance and the Guidelines for the Provision of Workforce Housing set forth in the Policy Plan. Per the county policy, any residential use should provide at a minimum 12 percent of new units as affordable housing. The residential use should accommodate a variety of households such as families, housing for the elderly. The units should meet ADA requirements and accommodate universal design.

- Parcel Consolidation – For all development proposals, consolidation is highly encouraged as a way to achieve the planning objectives for the CBC. Parcel consolidation should be logical and of sufficient size to allow projects to function in a well-designed, efficient manner, and address transportation needs, particularly related to access management and connectivity. In general, any unconsolidated parcels should be able to redevelop in conformance with the Plan.

- Telecommunications – New buildings should be designed to accommodate telecommunications antennas and equipment cabinets on rooftops. Such design should be compatible with the building's architecture and should conceal antennas and equipment from surrounding properties and roadways by flush mounting, screening antennas, and/or concealing related equipment behind screen walls or building features.

HERITAGE RESOURCES

A comprehensive field survey of the Seven Corners CBC has not been conducted. The potential exists for significant heritage resources associated with the area's 20th century residential and commercial history. Prior to the rezoning process, heritage resource studies should be conducted and completed to identify significant residential, commercial, public facility and recreational resources in the area. Significant historic properties should be evaluated for preservation and incorporation into any new development plans.

The Seven Corners CBC contains the historically significant Willston planned community. Built in the early 1950s, Willston is one of the county's first planned mixed use centers. It is eligible for listing in the Fairfax County Inventory of Historic Sites and may be eligible for listing in the National Register of Historic Places. The county's Heritage Resource Management Plan, adopted by the Board of Supervisors in 1988 and referred to in the Policy Plan, provides for the registration and protection of heritage resources identified under the study unit of Suburbanization and Urban Dominance. Alternatives to wholesale demolition of the apartment complex and wholesale realignment of the streets should be considered, including redevelopment within the existing apartment buildings to preserve the current configuration. The shopping center at Tax Map Parcel 51-3((18))4 has been altered dramatically, losing its integrity and is appropriate for redevelopment. The former Willston School building at Tax Map Parcel 51-3((18))1 has been altered and is recommended for study and evaluation prior to any ground disturbing activity.

For the purpose of recording and documenting historic and architectural information, the full extent of the post-World War II Willston area needs to be identified. It should be photographed and documented prior to any ground disturbing activity by an individual who meets The Secretary of Interior's professional qualification standards. After identifying significant historic and architectural features, measured drawings and photographs should be prepared in coordination with county heritage resources staff prior to any ground disturbing activity.

The Doctors Building at Tax Map Parcel 51-3((1))3A and 3B is significant for its mid-20th century modern architecture and is eligible for listing in the Fairfax County Inventory of Historic Sites. Eligibility for listing in the Inventory recognizes that a property meets criteria established by the Board of Supervisors to identify sites of importance; therefore, the goal is retention and preservation of the historic resource. Consideration should be given to using this building as an example of new architecture that may be planned, and incorporating it into any new area designs.

Also within the Seven Corners CBC is one of the original sandstone markers placed in 1791 to designate the original boundary of the District of Columbia. These boundary stones are listed in the National Register. D.C. Boundary Stone G, S.W. Line #8 is located at Tax Map Parcel 51-3((18))D1. Although previously moved, the stone should be retained in its current location and be incorporated into the open space of any new development. If moving the stone is unavoidable, the move should be coordinated with the Children of the American Revolution (C.A.R.) and follow guidance developed by the National Capital Boundary Stones Committee.

Any development or ground disturbance in this area, both on private and public land, should be preceded by heritage resources studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to

preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archeological resources, the artifacts recovered.

ENVIRONMENT

Much of the natural environment of the Seven Corners CBC has been changed with development. The area contains sparse vegetation. Creation or addition of green space, planting of new trees and landscaping should be encouraged with new development and redevelopment.

Future development and redevelopment of the Seven Corners CBC should promote increased quality of life for the public and improve the quality of natural resources by employing sustainability in planning and design. The Policy Plan's Environment Section provides guidance for green building practices applicable to CBCs and includes sustainable practices such as the achievement of the U.S. Green Building Council's Leadership in Energy Environmental Design (LEED) certification or equivalent third-party certification.

Sustainable practices may include:

- *Low Impact Development (LID) Stormwater Techniques* – Innovative stormwater management techniques as provided in the Stormwater Management guidance.

- *Site Design and Construction* – Green building practices for new and renovated buildings can, but are not limited to, include the incorporation of solar orientation for heating and cooling, onsite renewable energy production, low energy lighting fixtures, green roofs, low-maintenance landscaping, and the use of recycled construction materials. Construction waste should also be recycled, when possible. Graywater should be reused on site where feasible.

- *Pedestrian Oriented Design* – Building layout and streetscape facilities with enhanced pedestrian accessibility to minimize automobile dependence in the Seven Corners CBC, supporting the goals described in the Urban Design Recommendations.

Water Quality

The majority of this area was developed in an era when the goal of stormwater management was to move water away from developed areas as quickly as possible, with no real consideration for removing pollutants or reducing impacts to receiving streams. As a result, many surrounding streams are in poor condition. Future development offers considerable opportunities to improve upon past stormwater management practices that could protect and restore local streams and reduce pollutant loads entering the Potomac River and Chesapeake Bay. New development should reduce pollutants and manage the volume and velocity of runoff through the use of LID measures and stormwater management best management practices (BMPs). Any Resource Protection Areas (RPAs) or Environmental Quality Corridors (EQCs) should be addressed in a manner consistent with Environmental Policy Plan objectives.

Stormwater Management

The Seven Corners CBC is located on the drainage divide between the Cameron Run and Four Mile Run watersheds. Specifically, it is located in the upper reaches of a subwatershed associated with a tributary of Tripps Run (Cameron Run watershed) and the upper reaches of the

Long Branch subwatershed (Four Mile Run). Both watersheds have long histories of urbanization, with most of the land developed before the advent of stormwater controls. Nonpoint source pollution and urban stormwater runoff greatly affect the health of these watersheds. An RPA associated with the Long Branch subwatershed is located in Sub-unit F-2. A watershed management plan was developed in 2007 for the Cameron Run watershed, and in 2011 for the Four Mile Run watershed. These plans recommend a number of spot-improvement stormwater projects within or near the CBC.

Receiving waters downstream of Seven Corners should be protected by reducing runoff from impervious surfaces within the Seven Corners CBC. By using a progressive approach to stormwater management, downstream stormwater problems can be mitigated and downstream restoration efforts can be facilitated. Measures to reach this goal may include the application of LID Techniques, including but not limited to rain gardens, vegetated swales, porous pavement, vegetated roofs, tree box filters, and water reuse. The incorporation of LID practices in street rights-of-way and parking lots will also support this goal; such efforts should be pursued where allowed. There is also a potential for the establishment of coordinated stormwater controls over multiple development sites.

Stormwater Design

Environmentally-friendly stormwater design should be an integral design principle that is part of the conceptual stage of site development, recognizing that stormwater management measures may be phased with development. The stormwater design should first seek to minimize the effect of impervious cover, followed by the application of stormwater reuse, retention, detention, extended filtration and, where soils and infrastructure allow, infiltration to improve downstream waters. Coordination of stormwater management controls among multiple sites may also be effective in achieving stormwater management goals in an efficient manner. Stormwater management and water quality controls should be optimized for all future development projects consistent with the scale of such projects and revitalization goals.

Stormwater management and water quality controls for redevelopment should be designed to return water into the ground where soils are suitable or reuse it, where allowed. Stormwater quantity and quality control measures should be provided with the goal of reducing the total runoff volume and/or significantly delaying its entry into the stream system. In furtherance of stream protection and/or restoration through replication of natural hydrologic conditions, the emphasis should be on LID techniques that evapotranspire water, filter water through vegetation and/or soil, return water into the ground or reuse it. LID techniques of stormwater management should also be incorporated into new and redesigned streets, as well as parking lots, where allowed and practicable.

In addition, at a minimum the following guidelines should be followed for any application in an Opportunity Area where an intensity increase of more than 50 percent or above 1.0 FAR is proposed. Any development proposals should be reviewed on a case-by-case basis for the appropriate optimization of stormwater management and water quality controls, allowing for flexibility in specific approaches taken to achieve these guidelines.

1. For sites that have greater than 50 percent impervious cover in the existing condition, the total volume of runoff released from the site in the post-developed or redeveloped condition for the two-year, 24-hour storm should be at least 25 percent less than the total volume of runoff released in the existing condition for the same storm. Furthermore, the peak runoff rate for the two-year, 24-hour storm in the post-developed condition should be at least 25 percent less than the existing condition peak runoff rate for the same storm.

2. For sites that have 50 percent or less impervious cover in the existing condition, the total volume of runoff released as well as the peak release rate for the one- and two-year, 24-hour storm in the post-developed condition should be equal to or less than the total runoff volume and peak release rate in the existing condition for the same storm.

3. In addition to item 1 or 2 above, stormwater runoff associated with the development should be controlled such that either: (a) the total phosphorus load for the property is no greater than what would be required for new development pursuant to Virginia's Stormwater Regulations/ the county's Stormwater Management Ordinance; or (b) an equivalent level of water quality control is provided.

4. As an alternative to items 1, 2 and 3 above, stormwater management measures may be provided that are sufficient to attain the Rainwater Management credit of the most current version of Leadership in Energy and Environmental Design-New Construction (LEED-NC) or LEED-CS (Core & Shell) rating system (or equivalent of this/these credit(s)).

5. As an alternative to the minimum guidelines above, stormwater management measures and/or downstream improvements may be pursued to optimize site-specific stormwater management and/or stream protection/restoration efforts, consistent with the adopted watershed management plan(s) that is/are applicable to the site. Such efforts should be designed to protect downstream receiving waters by reducing stormwater runoff volumes and peak flows from existing and proposed impervious surfaces to the maximum extent practicable, consistent with watershed plan goals.

The above guidelines are intended to improve stormwater management controls sufficiently to allow for improvements to the habitat and recreational values of streams near the Seven Corners CBC through natural restorative processes and/or through restoration projects.

Air Quality

While there is very little heavy industry within Fairfax County and there is no expectation that any portion of Seven Corners would be recommended for such uses, air quality remains a concern. A high volume of vehicular trips through the area contributes to air pollution. Measures such as access to transit, limiting single passenger vehicle trips, ridesharing, mixed-use development, as well as tree preservation and encouraging the planting of new tree cover can all aid in the goal of air quality improvement.

Noise

The Seven Corners CBC is affected by transportation noise from Arlington Boulevard, Leesburg Pike, Wilson Boulevard and other roadways. The Policy Plan recommends against new residential development and other noise-sensitive uses in areas where current and future noise levels exceed 75 decibel (dBA) day-night loudness (DNL). However, broader planning goals for the Seven Corners CBC may suggest that sites near major roadways would be appropriate for residential development and/or other noise-sensitive uses. Where such locations are proposed, efforts should be made to design these uses in order to minimize the exposure of noise-sensitive interior spaces to noise levels above DNL 75 dBA.

Where residential or other noise sensitive uses are proposed near major roadways, such proposals should only be considered with the provision of a noise study during the review of the development and appropriate commitments to noise mitigation measures. The noise study should clearly define the noise levels impacting the proposed uses as a measure of dBA DNL. The noise

study should include noise contours and/or noise impacts at each façade of each affected building with current noise levels and future noise levels based on a minimum 20-year traffic volume projection for the roadway and other transportation noise sources. In addition, the noise study should identify noise levels that may affect building facades at different elevations. When a noise study indicates noise levels in excess of DNL 65 dBA on proposed noise sensitive uses, mitigation measures should be provided with the goal of achieving DNL 45 dBA for interior space and DNL 65 dBA for outdoor recreation areas. Attenuation may include siting and orientation of the noise sensitive use, as well as the use of building materials and noise barriers.

Where projected noise at affected building facades exceed DNL 75 dBA, and for dwelling units where outdoor balconies are projected to have noise levels that exceed DNL 65 dBA, then disclosure statements should be provided to affected residents and users within the impacted uses or units. The disclosure statement should clearly identify the mitigated and unmitigated noise levels for interior space and noise levels for any affected balconies. Post-development noise studies should be conducted in order to help staff evaluate the effectiveness of interior noise mitigation measures.

SCHOOLS

Traditionally, public school capacity needs have been addressed through various means including dedication of land, new school construction, additions to existing facilities, interior architectural modifications, use of modular buildings, changes to programs, and/or changes to attendance areas.

In addition to the traditional means for addressing school capacity requirements listed above, Fairfax County Public Schools should evaluate other possible “in-kind” school impact mitigation strategies.

The impact of development on schools should be mitigated by the developer(s) and the county. Any impact on schools, necessitated by any increased intensity, must be addressed with provisions for mitigation. Under the envisioned plan for growth there will be a need for a new elementary school, as well as capacity enhancements at the middle and high school levels.

TRANSPORTATION

Overview

Seven Corners is the junction of two major regional roads, Arlington Boulevard (Route 50) and Leesburg Pike (Route 7). Arlington Boulevard is a limited access, major arterial, highway through the Seven Corners area. Arlington Boulevard is a primary road for people driving to and from Washington D.C. who cannot use Interstate 66 (I-66) because of High Occupancy Vehicle (HOV) restrictions during the peak period in the peak direction. Leesburg Pike, another major arterial road, connects the City of Alexandria through Baileys Crossroads, the City of Falls Church, and Tysons to Loudoun County. The land uses along Leesburg Pike vary from high intensity office and retail uses to low density residential and speed limits vary from 25 miles per hour to 40 miles per hour. The segment of Leesburg Pike through Seven Corners shares urban characteristics with the other activity areas through which it travels.

The vast majority of trips to, from, within, and through Seven Corners are made using private automobiles. Most of the vehicles traveling through the Seven Corners area are on

Arlington Boulevard and Leesburg Pike, with the majority on Arlington Boulevard. Both local and through traffic currently use the same regional roads to get around or through Seven Corners. The concept for the future transportation system envisions providing more choices for those who travel through the area. This requires a balanced transportation system, which promotes all modes of travel, with attractive public transportation connections between Seven Corners and other locations. The system should also move people within Seven Corners via an enhanced connected network of walkable streets, dedicated bicycle facilities (e.g. bike lanes), and a robust transit network. Finally, the system should also move automobile traffic more efficiently to, from, within, and through Seven Corners.

Implementation and Funding for Transportation Improvements

A longstanding planning concept in the Comprehensive Plan is linking development to the provision of the infrastructure needed to support it. A dynamic and evolving plan that links redevelopment with the associated public improvements is critical to ensuring the transformation of Seven Corners. Growth will need to be supported by transportation improvements that better connect Seven Corners internally and to the rest of the region. The transportation improvements are set forth in the Road Improvements section of the Plan and are based on the planned land use recommendations also set forth herein. The planned development level will occur over the course of time. Planning for and sequencing transportation infrastructure will need to take into account actual and projected growth for different land uses based on the development pipeline as well as mid and long range market forecasts. In addition, major transportation improvements can take many years to design, fund, and construct. Therefore, the sequencing of such public improvements will require close monitoring of approved rezonings, building permits, commuting patterns, demographic trends, and population and employment growth.

All development proposals should perform a traffic impact analysis and the mitigation measures identified by this analysis should be considered in the context of the entitlement process. In addition, the county should conduct an analysis of new development and infrastructure projects at such time as a combination of 1,900 dwelling units and 4.2 million square feet of nonresidential development exists within the CBC. Such analyses should assess how the pace of growth compares to the provision of transportation infrastructure projects; and, whether total development approved through rezonings is in balance with the private and public sector commitments toward achieving the necessary transportation improvements.

While some transportation improvements are not dependent on redevelopment and will move forward through publicly lead efforts, others will be implemented through the redevelopment process as that occurs over time. Transportation improvements should be appropriately phased with development, and development proposals should only be approved following additional transportation analysis and the provision of appropriate transportation mitigation measures, including shorter term spot improvements.

Funding these transportation improvements through federal, state, regional and county sources should be pursued; however, some combination of public and private sector funding will be necessary to cover the costs associated with these improvements and to expedite implementation. Additionally, these improvements may be implemented in stages by the private sector as development occurs. The intent is to facilitate and time transportation improvements that can be in place to support new development and address existing transportation issues. Further detailed examination of these funding options for each improvement identified and those that have not been identified is needed before a preferred funding approach is selected.

In order to better serve existing and future users, a fundamental transformation of the Seven Corners transportation system is required. Several transportation elements must be created and/or enhanced as follows:

- For trips within the Seven Corners area and surrounding neighbors, circulator bus routes, with connections to the East Falls Church Metrorail Station and the Seven Corners Transit Center, that allow frequent, quick, and inexpensive movement are needed. With easier implementation than roadway improvements, a circulator service could be provided in the nearer term to address existing congestion issues as well as those generated by new development.

- The current street network should be transformed into a system of smaller, connected streets to provide alternative pathways for pedestrians, bicyclists, transit users, and automobiles.

- Streets should become "complete streets," which means they will promote and accommodate multiple modes of transportation such as bike lanes or adequate sidewalk width. The streets should be designed to create a sense of place, promote walking and help influence a more urban development pattern.

- The transit system should provide superior service to and from the East Falls Church Metrorail Station. In addition, buses should provide opportunities to travel to, from, and within Seven Corners.

- Enhancements to the road network, such as expanded street connections, a simplified Seven Corners interchange with improved crossings over and to Arlington Boulevard, and state of the art traffic management systems.

Land Use/Transportation Balance

In order to maintain a balance between land use and transportation, as well as create a healthier, more sustainable environment, alternatives to automobile travel will become increasingly important and should meet increasingly higher targets over time. This can be achieved by successfully implementing the following strategies:

- The provision of necessary transportation infrastructure for multiple modes, such as bike facilities, sidewalks, and transit amenities and services.

- The achievement of higher vehicle trip reduction levels over time through transportation demand management (TDM) programs including an increase in carpooling, telework, the application of variable working hours, and reducing the ratio of parking spaces to floor area.

- The encouragement of mixed-use development to increase walking trips.

- Development should be coordinated with the commensurate provision of transportation infrastructure and specific programs to reduce vehicle trips.

- Maintaining an acceptable level of service (LOS) for roads, and a high level of service for all other modes, including transit, vehicles, pedestrians, and bicyclists. To achieve this, consideration should be given to safety and security, direct pathways, topography, and the achievement of a balance between traffic delay and a pedestrian friendly environment.

- Transportation impact studies should quantify, where applicable, the LOS for all modes by applying up-to-date standard techniques.

The intent of these recommendations is to maximize the future use of nonvehicular modes of transportation within the Seven Corners area while still providing safe and efficient circulation for vehicles within, through and around Seven Corners.

The Road Network

Enhanced Street Connectivity

The existing road network in Seven Corners is dominated by the Seven Corners interchange, which is a confusing confluence of major roads with multiple signalized intersections. The road network inhibits pedestrian and bicycle movement within the Seven Corners area because of the lack of, or inadequacy of, pedestrian and bicycle facilities and the poor or missing connections among them. The current road network has large superblocks with a relatively small number of streets, which reduces mobility and access. Arlington Boulevard, which is a limited access road, acts as a barrier separating the northern and southern portions of Seven Corners. This places excessive reliance on the street system to move vehicle traffic, and the large block sizes inhibit pedestrian and bicycle movement as well as transit use within and around the Seven Corners area.

Most trips in Seven Corners involve going through the interchange due to limited alternatives. A key objective for the Conceptual Street Network for Seven Corners is to increase connectivity with more road connections, smaller block sizes, and to simplify the Seven Corners interchange. This will improve the environment for pedestrians and bicycles and make for a more walkable Seven Corners by creating shorter and more convenient walking distances. The concept for enhanced street connectivity in Seven Corners is shown in Figure 30. Achieving a perfect grid is unlikely in Seven Corners due to the alignment of existing roads and topographical constraints; however, where possible, enhanced street connectivity should be provided.

In planning for enhanced street connectivity, the following parameters should be taken into consideration:

- Maximize connectivity within the network of streets.

- Avoid intersections with an acute angle, awkward dog legs, intersections with more than four legs, and offset intersections.

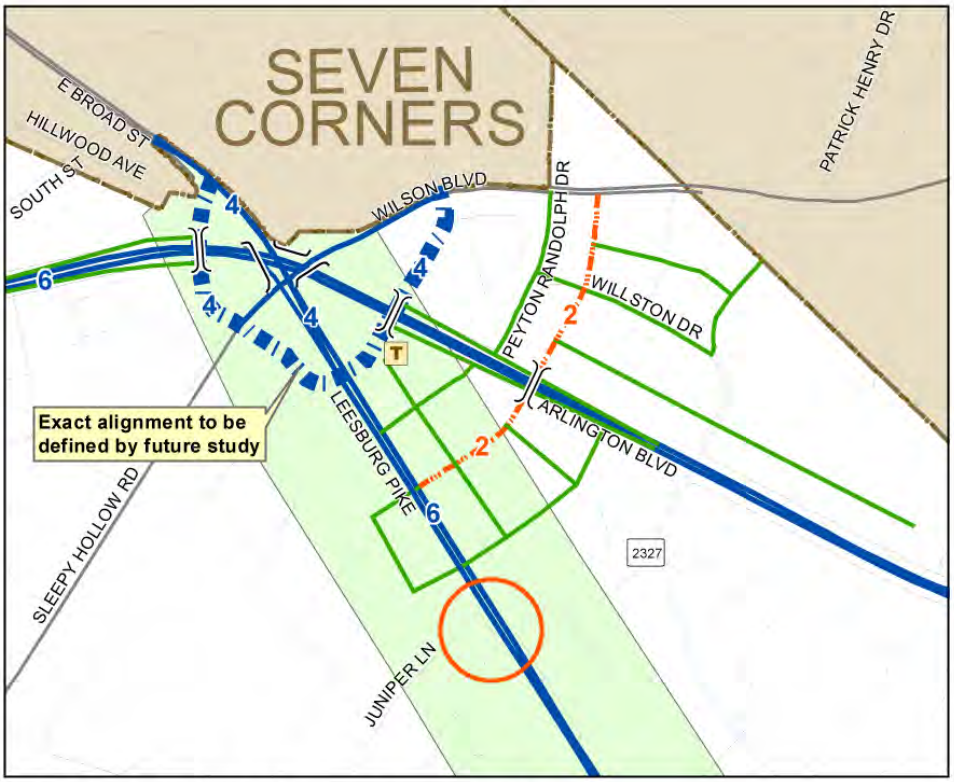
- Provide greater pedestrian access and enhance the quality of the pedestrian experience to the Seven Corners Transit Center.

- Block sizes should generally be within a 400-foot to 600-foot range with a maximum perimeter length of 2,000 feet.

- Any block longer than 600 feet should contain a mid-block pedestrian connection.

- Existing streets should be converted to, and new streets should be designed as complete streets, allowing sufficient rights-of-way to provide for a pleasant pedestrian environment.

SEVEN CORNERS
CONCEPTUAL STREET NETWORK



NOTE: The Seven Corners Conceptual Street network is subject to change pending results from more detailed analyses as well as development proposals.

- Widen or Improve Arterial Roadway (Number Indicates Proposed Number of Lanes Including HOV or HOT Lanes)
- Construct Arterial on New location
- Construct Collector on New Location
- Construct or Improve Local or Collector Street (Number Indicates Proposed Number of Lanes) (Cross sections to be finalized during process of reviewing plans for proposed development)
- Enhanced Public Transportation Corridor (EPTC) Buffer
- Transit Transfer Center (No Parking)
- Proposed Highway Overpass
- Area for Future Roadway Connectivity Analysis

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SEVEN CORNERS CONCEPTUAL STREET NETWORK MAP **FIGURE 30**

- Where possible, even spacing between intersections should be maintained.

Using the parameters described above would enhance the street network in Seven Corners, allow for higher land use density, and create more direct connections between various locations, as well as better accommodate pedestrians, bicyclists, transit users and cars. This street network will contain more secondary (i.e., local and collector) streets, providing more choices for connectivity than the existing network.

Road Improvement Recommendations

A redesigned Seven Corners interchange, and surrounding roadway network, is necessary to achieve critical access and egress for Seven Corners. In addition to an expanded network of streets, improvements associated with a new Seven Corners interchange should be constructed. A ring road around the existing Seven Corners intersection should be constructed to increase local connectivity within the Seven Corners area, while also accommodating vehicular traffic associated with the on/off ramps to and from Arlington Boulevard. The intent is to transform the current interchange into a four-legged intersection that will connect Arlington Boulevard to the local road network. The reconfigured interchange will benefit users of all modes and allow for the construction of pedestrian and bicycles facilities that are lacking in the interchange area. Collaboration between adjacent localities and the Virginia Department of Transportation (VDOT) should enable the implementation of an improved Seven Corners interchange area. The following are road improvements for the Seven Corners area:

- Seven Corners Interchange Recommendations
    - A ring road as shown in the Transportation Recommendations Map in Figure 30.
    - Reconfiguration of the existing interchange to create a four-legged intersection of Leesburg Pike and Wilson Boulevard/Sleepy Hollow Road.
    - One new crossing over Arlington Boulevard, on the west side of the Seven Corners interchange, connecting East Broad Street to Sleepy Hollow Road, with ramps to Arlington Boulevard westbound and from Arlington Boulevard eastbound.
    - Extension of Castle Place, across Sleepy Hollow Road, to connect to the new crossing over Arlington Boulevard on the west side of the Seven Corners interchange.
    - One new crossing over Arlington Boulevard, on the east side of the Seven Corners interchange, connecting the intersections of Roosevelt Boulevard/Wilson Boulevard to Castle Road/Leesburg Pike, with ramps to Arlington Boulevard eastbound and from Arlington Boulevard westbound.
    - Reconfigure Castle Road/Castle Place alignment to connect Castle Place extension to a new Arlington Boulevard crossing to Roosevelt Boulevard/Wilson Boulevard, on the east side of the Seven Corners interchange.
- Seven Corners Area Road Recommendations
    - One new bridge over Arlington Boulevard, connecting Willston Drive/the Willston Village Center area to Leesburg Pike, approximately half way between the Seven Corners interchange and Patrick Henry Drive, on the east side of the Seven Corners interchange. This crossing will have no ramp connections to and

from Arlington Boulevard. Exact location of the crossing should be coordinated with affected land owners north and south of Arlington Boulevard.

- Removal of the Arlington Boulevard access roads, on both the north and south sides of Arlington Boulevard, between Patrick Henry Drive and the Seven Corners interchange.

- An enhanced and better connected road network as shown with the green lines on the Transportation Map in Figure 30.

- Arlington Boulevard widened to six lanes from the Arlington/Fairfax County line, westward, through the Seven Corners interchange.

- Leesburg Pike improved to six lanes from the City of Falls Church to Columbia Pike accommodating high quality transit.

- Evaluate the relocation of the vehicular signal on Arlington Boulevard between Manchester Street and Patrick Henry Drive, to address turning movements on Arlington Boulevard associated with high trip generating uses, while minimizing impacts on surrounding residential neighborhoods.

- Conduct a traffic analysis of the roadway network in the vicinity of Juniper Lane and Patrick Henry Drive. This analysis should identify potential strategies to limit cut-through traffic, as well as reduce possible traffic impacts generated by future development, to the surrounding residential neighborhoods while improving connectivity within these neighborhoods. Options to evaluate should include, but not be limited to, the closing of Juniper Lane, the possible extension of Nicholson Street to Juniper Lane, the realignment of Juniper Lane at its connection to Patrick Henry Drive, and should engage the residential communities in the vicinity of Juniper Lane, Patrick Henry Drive and Nicholson Street to develop final recommendations. Such analysis should identify options to maintain adequate access between Juniper Lane and Patrick Henry Drive to both east and westbound Leesburg Pike without degrading traffic operations on Patrick Henry Drive or Juniper Lane. This analysis should be conducted prior to or concurrent with rezoning applications for properties located within Land Area C, as defined in the Opportunity Areas Section, and is recommended to be completed within one year of plan adoption.

Context sensitive design should be applied so these improvements are compatible with the context in which they will be implemented. The exact locations of the improvements (including the crossings) listed above are subject to more detailed analyses.

Spot improvements should be considered on an interim basis to address existing traffic problems, but still promote and enable the implementation of the overall transportation concept. These improvements should not be in lieu of commitments to facilitate the long term transportation goals.

Access Management Policy

Reducing the number of driveway access points on the arterials, especially Leesburg Pike, and collectors (as the need arises) in the Seven Corners CBC should be implemented to improve

safety, connectivity and mobility. Interparcel access between neighboring developments should be encouraged to help achieve these goals.

All development proposals should provide adequate multimodal access, interparcel access, and other measures needed to mitigate the traffic impacts of the level of development. Providing additional roadway connections as shown on the Seven Corners Conceptual Street

Network Map (Figure 30) and on the Opportunity Areas Concept Map (Figure 25) in addition to turn lanes should be considered and implemented as needed to support development.

Bicycle Facilities

Bicycle Network

Recommendations for bicycle facilities are shown on the Conceptual Seven Corners Bicycle Network Map, Figure 31.

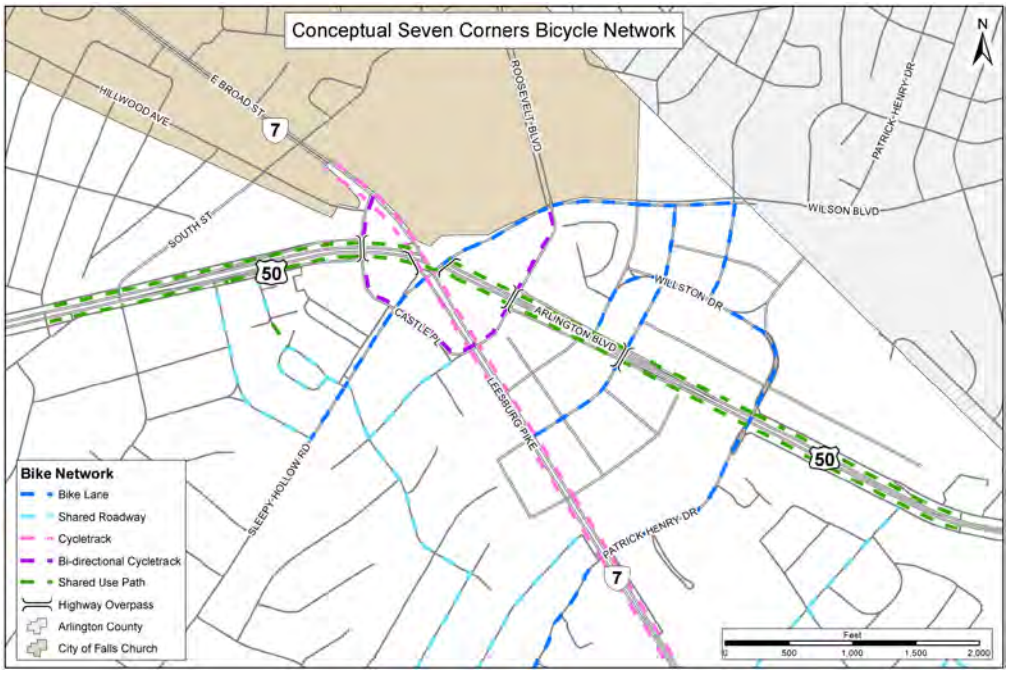
- Bike Lane: A pavement marking that designates a portion of the roadway for the preferential or exclusive use of bicycles.

- Shared Roadway: Used on roadways where bicyclists and motor vehicles must share the same travel lane. This is done with a lane marking called a sharrow. The marking positions bicyclists in the appropriate location on the road and provides a visual cue to motorists that bicyclists have the right to use the street.

- Cycletrack: This is a bicycle facility that is physically separated from both the roadway and the sidewalk. Cycletracks separate bicyclists from motor vehicle traffic using a variety of methods such as curbs, raised concrete medians, bollards, and on-street parking.

- Shared Use Path: Is an off-street bicycle and pedestrian facility that is physically separated from motor vehicle traffic.

Figure 31 – Seven Corners Conceptual Bicycle Network Map



Bicycle Parking

In an effort to encourage bicycling in Seven Corners, short-term and long-term bicycle parking amenities should be provided that are safe, secure, and convenient. The number of bicycle parking amenities provided should be in relation to the proposed land uses in the Plan for Seven Corners. Short-term bicycle parking emphasizes convenience and accessibility, providing parking for visitors, shoppers, and guests. Short-term parking is typically bike racks that are near primary entrances at libraries, municipal buildings, schools, and retail centers and are intended for site users. Racks should preferably be protected by the elements, and be highly visible. Long-term bicycle parking provides not only convenience but security. This type of bicycle parking accommodates employees and residents where parking duration is typically longer. Parking amenities include bike lockers, bike cages, and bike rooms. Specific guidelines for bicycle parking are addressed in Bicycle Master Plan, Fairfax County Policy and Guidelines for Bicycle Parking, and in the Urban Street Network section.

Public Transportation

Leesburg Pike Higher Capacity Transit Service

The Fairfax Countywide Transit Network Study identifies the Leesburg Pike corridor, from the City of Alexandria to Tysons, as one in need of higher capacity transit service than can be provided by local and regional bus service. Studies of potential mode options, alignments and service characteristics are ongoing. However, preliminary recommendations from these studies indicate Bus Rapid Transit (BRT) or Light Rail Transit Service (LRT) are likely the most appropriate modes to provide higher capacity transit service along the Leesburg Pike corridor.

BRT is a limited-stop, bus oriented service that relies on technology to increase speed and reduce travel time. It combines the quality of rail transit and the flexibility of buses. BRT operates on mostly exclusive rights-of-way, within HOV lanes on expressways, or in mixed traffic. LRT is a limited-stop, rail oriented service, operating passenger rail cars, on fixed rails, in right-of-way that is separated from other traffic for part or much of the route. Light rail vehicles are typically powered electrically from an overhead electric line. Vehicles are driven by an onboard operator and may have either high platform loading or low level boarding using steps. LRT has many of the qualities of a higher capacity rail service combined with a lower cost of implementation. Along with regular local and regional bus service, BRT and LRT are potential options to provide higher capacity transit service in Seven Corners.

Circulator Service

In order to increase the use of transit trips to, from and within Seven Corners, it is essential to provide circulator service connecting Seven Corners, including the Seven Corners Transit Center and any future transportation hubs, with immediately adjacent communities and the East Falls Church Metrorail Station. Circulator service in Seven Corners must be integrated with all other transit serving the greater Seven Corners area and be accessible, frequent, and convenient for users.

The following objectives should guide the implementation of circulator bus service in Seven Corners:

- Provide quick and convenient access between the East Falls Church Metrorail station and Seven Corners.

- Provide a quick and convenient way to travel within Seven Corners

- Circulator service should decrease auto-based trips and be convenient enough to serve as a substitute for long walking trips within Seven Corners.

- Circulator routes should include service to locations with higher existing concentrations of trip origins and future high concentrations of residential and employment areas.

- Circulator service should reflect industry best practices.

- Signal priority should be considered for circulators and for selected bus routes.

- Circulator stops should be comfortable for passengers, providing protection from the weather.

Local Bus Service

Multiple bus routes currently serve the Seven Corners area, all of which are operated by the Washington Metropolitan Area Transit Authority (WMATA). These routes connect Seven Corners to the Metrorail system and directly to various parts of northern Virginia, including McLean, Falls Church, Merrifield, Vienna and Arlington. Most of the routes stop at the Seven Corners Transit Center and some routes provide connections to various parts of Seven Corners. However, these routes don't provide an effective circulation function within Seven Corners or connect the area to the nearby East Falls Church Metrorail Station.

In the future, these routes should, and are expected to, be realigned to provide service to the East Falls Church Metrorail station, while other existing routes may be eliminated or replaced by modified routes. Bus service frequencies will also be modified for other routes to achieve consistency with new transit service in the corridor, and to reduce duplication of service where it exists.

Transit Facilities/Multimodal Transportation Hubs

Transit Centers

There is an existing transit center in Land Unit B approximately at the location of Thorne Road and Arlington Boulevard eastbound. The transit center currently is a major regional stop and transfer point for all regional bus routes passing through the Seven Corners area as well as a major destination. As redevelopment of the area occurs, the potential to relocate this transit center from the Thorne Road/Arlington Boulevard eastbound area to Thorne Road/Leesburg Pike area should be evaluated. This would bring the transit center adjacent to planned high quality transit on Leesburg Pike, allowing for easier transfers and would further activate Leesburg Pike. In addition, a transit center north of Arlington Boulevard and south of Wilson Boulevard should also be considered to accommodate increased density planned for this area.

Multimodal Transportation Hubs

Transit Centers can become multimodal transportation hubs by providing additional services such as bike sharing, car sharing, other personal transportation devices and taxis. Multimodal Transportation Hubs, strategically placed close to circulator bus routes and/or other retail, employment and residential centers, allow flexibility in trip making within Seven Corners. These hubs should provide alternative modes for transit users to reach final destinations that are

beyond walking distance from transit stops. They should also provide Seven Corners residents and workers the ability to travel within Seven Corners and beyond without the need to own or use a private vehicle. Some transportation services such as bike sharing, car sharing, and other personal transportation devices can be provided by the private sector.

Wayfinding

An effective wayfinding system is integral to urban design since it enhances the comprehension and use of the built environment. A wayfinding system should be provided and should:

- Guide vehicular, bicycle and pedestrian traffic to through and around the Seven Corners interchange prior to altering the interchange and then after the interchange has been reconstructed for ease of use.

- Guide vehicular, bicycle and pedestrian traffic to primary public, cultural, and recreational locations while providing a unified design standard and expressing a sense of place.

- Deliver information at locations where it is most needed.

- Guide transit passengers to main destinations within walking distance and to locations where feeder-distributor modes, such as a circulator, can be accessed to reach destinations beyond walking distance.

- Identify bikeable routes and provide bike route destinations and distance information. Provide consistent, clear, and attractive signage that is easy to maintain.

- Include stakeholder involvement in the design of the system.

Level of Service

An overall LOS E goal should be maintained for the street network in Seven Corners, except at intersections and roadways segments along Leesburg Pike and Arlington Boulevard, where LOS D should be maintained. At locations, other than on Arlington Boulevard and Leesburg Pike, where a LOS E standard cannot be attained or maintained with planned development, remedies should be proposed to offset impacts using the tiered approach described below. The purpose of this tiered approach is to support implementation of the expanded network of streets, which is more typical of urban areas and improves mobility for pedestrians and bicyclists. In the development review process, mitigation of problem locations should follow the following sequence:

1. First, determine whether addition of capacity and/or increased operational efficiency is possible to achieve without decreasing pedestrian walkability and safety. The widening of roads by adding exclusive turn lanes and/or through lanes will in most cases will not be desirable since it will increase street widths at intersections and therefore work against an attractive environment for pedestrians. In lieu of the addition of lanes, it is preferable to add links to the network of streets, where applicable, to expand connectivity, to create additional diversionary paths for vehicles, and in so doing, to decrease the traffic at problem locations in the vicinity of a proposed development.

2. Failing that, decrease future site-generated traffic by: changing the mix of land use within the parameters of the applicable land use guidelines for Seven Corners (e.g., replacing office or retail uses with residential and possibly hotel use), increasing transit use through provision of additional and improved services, and/or optimizing the application of TDM measures which might include greater transit use, walking, bicycling ridesharing and flexible working hours.

3. If the previous measures do not provide adequate improvement of LOS, a development proposal or phase of development may need to be conditioned on completion of offsetting improvements. Financial contributions of significant value dedicated to addressing deficiencies in the Seven Corners area may be considered as an offsetting improvement. These contributions may not be used as a credit against other contributions toward off-site transportation improvements.

4. A high LOS should be maintained for pedestrians, bicyclists and transit users, including safety and security, direct pathways, reasonable grades, minimized delays at intersections, reduced need for transfers, and transfer delay. Where it is not possible to maintain a high LOS for pedestrians, bicyclists and transit users, because of extraordinarily high costs, monetary contributions to a fund for the eventual improvement of pedestrian and bicycle facilities, as well as transit service, should be provided.

Transportation Demand Management

Transportation Demand Management refers to a variety of strategies aimed at reducing the demand on the transportation system, particularly to reducing single occupant vehicles during peak periods, and expanding the choices available to residents, employees, shoppers and visitors. The result is more efficient use of the existing transportation system. Transportation Demand Management is a critical component of this Plan. Traffic needs to be minimized to decrease congestion within Seven Corners, to create livable and walkable spaces, and to minimize the effects of traffic on neighboring communities.

A broad, systematic, and integrated program of TDM strategies throughout Seven Corners can reduce peak period single occupancy vehicle trips, as well as increase the percentage of travelers using transit and nonvehicular modes of transportation. TDM programs should embrace the latest information technology techniques to encourage teleworking, provide sufficient information to enable commuters and other trip makers to choose travel modes and travel times, or decide if travel is actually necessary at that time.

The objective of a successful TDM program for Seven Corners is to reduce the number of single occupant vehicle trips. These reductions are based on Institute of Transportation Engineers' (ITE) peak hour trip generation rates. The vehicle trip reduction goals for commercial and residential development are 35 percent to 25 percent and 25 percent to 15 percent, respectively.

Parking Management

To facilitate the achievement of TDM goals and encourage transit use, shared parking for uses which have different peak demand periods, instituting paid parking, or other parking reduction strategies are encouraged. Additionally, shared parking between similar uses with both existing and new buildings should be explored, especially if the existing use is over parked. These parking strategies can serve to reduce vehicle trips and increase the cost-effectiveness of the provision of parking. A parking plan should be submitted along with a

development application that demonstrates that the amount of parking that is provided is sized to support the development. Provisions for parking reductions and other incentives to lower parking should be used if it is supported by the parking plan. The use of higher parking rates in the first phases of a development followed by lower parking rates in subsequent phases can be considered.

Appropriate and strategically located parking is critical to the transformation of Seven Corners. On-street, structured and underground parking should be encouraged for most of the uses. Surface parking lots should be avoided especially in front of buildings and along Leesburg Pike, which is envisioned to carry high quality transit. The redesign and consolidation of existing, private, surface parking lots should be encouraged.

As the Seven Corners area is developed, and the land use and transportation infrastructure matures, parking requirements should be examined to determine if they are adequate for the changing conditions. Rather than supplying parking for each individual use, parking should be treated as a common resource for multiple uses. Implementing this practice will reap many advantages in creating a more walkable and less auto-dominated environment.

URBAN STREET NETWORK DESIGN

Street Network and Spine Road

Critical to achieving the vision for the Seven Corners CBC is the implementation of a new network of streets with blocks that are scaled to be walkable and a central spine road. In contrast to the existing pattern of large blocks oriented toward serving vehicular travel, new development is planned to create smaller blocks through an interconnected network of streets. The street system should be walkable, provide travel choices for pedestrians and motorists, and allow for breaks in building massing to, foster an environment appropriately scaled to pedestrian activity.

The new, centrally located, spine road will be the primary organizing element of an urbanized Seven Corners. The spine road will link the northern and southern portions of the CBC via a new north-to-south connection, including a bridge over Arlington Boulevard, providing greatly enhanced vehicular and pedestrian connectivity within the Seven Corners CBC. Further, the spine road will serve to link major public open spaces and retail activity in an integrated fashion.

In order to implement the network of streets, all development proposals should include the planned road improvements that follow the conceptual street grid and street types depicted in Figure 33. Figure 33 illustrates the overall connectivity concept for the Seven Corners CBC and includes existing and new streets. For areas where a layout of new streets is depicted, redevelopment plans should create a street and block network generally consistent with Figure 30. In cases where this is not feasible, the development team should work with staff to develop a response that achieves a level of connectivity that meets Plan goals.

The following should be taken into consideration in the design of streets in Seven Corners:

- Continuity of streets is desirable in order to achieve a more effective street network and to provide greater choice and mobility.

- Streets should be designed as complete streets, addressing the pedestrian experience and contributing to creating great places. By definition, complete streets are designed and operated to enable safe access and movement for pedestrians, bicyclists, motorists and

- Transit riders of all ages and abilities. Streets in Seven Corners are expected to be attractive environments for walking, commerce, and casual interaction in addition to their function of moving traffic.

Functional Classification of Streets

The Commonwealth of Virginia has embraced the goal of providing its citizens, businesses and visitors with a better multimodal and intermodal transportation system. To assist in implementing this goal, the Virginia Department of Rail and Public Transportation (DRPT), in collaboration with a consultant team, VDOT, the Fairfax County Department of Transportation (FCDOT), and other entities, developed the Multimodal System Design Guidelines in 2013 aimed at supporting the principles of walkability, context sensitive street design, Transit Oriented Development (TOD) and Traditional Neighborhood Design (TND).

Figure 32 - Cross-Reference Between Traditional Highway Functional Classification and Urban Design Oriented Functional Classification Table

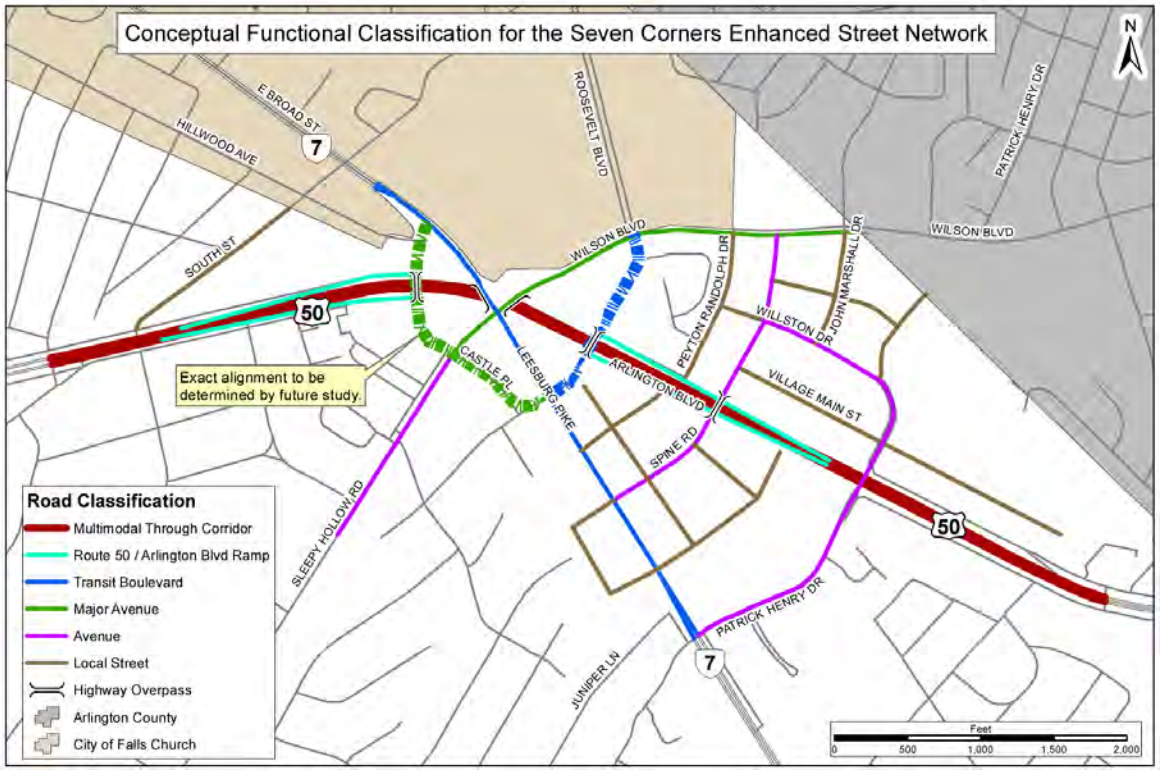
	Fairfax County Functional Classification (Design Speed)				
Multimodal Types (Design Speed)	Interstate, Freeway, or Expressway (50-70 mph)	Principal Arterial (30-60 mph)	Minor Arterial Type A or B (30-60 mph)	Collector (30-50 mph)	Local Street (20-30 mph)
Multimodal Through Corridor (35-55 mph)					
Transit Boulevard (30-35 mph)					
Boulevard (30-35 mph)					
Major Avenue (30-35 mph)					
Avenue (25-30 mph)					
Local Street (25 mph)					

Note: The cross-references shown in the table above are general in nature. Some variations may occur.

Although Fairfax County has traditionally used the VDOT's nomenclature to functionally classify streets and highways, it is using the more urban design oriented functional classification system, as detailed in the Multimodal System Design Guidelines, for street and highway classification purposes in this text. Figure 32 provides a cross-reference between the two classification schemes.

Figure 33 shows the functional classification of the enhanced street network for Seven Corners. The functional classification of streets in Seven Corners should be updated as the results of further related studies become available. Future engineering analyses will result in updated versions of this map. It is expected that the design and construction of street segments necessary to maintain acceptable traffic circulation for an individual development will be provided by that development.

Figure 33 – Conceptual Functional Classification Map



Street Types and Design

Street types in Seven Corners have been identified, with a conceptual overview of each type's functionality, cross-section, scale, modal mix, and character provided on the following pages. The cross-section for each street type contains flexibility to be able to respond to particular needs in different locations. Within Seven Corners, pavement cross-sections should be context-sensitive and fit into an urban environment, while addressing safety, operations, and capacity needs. Although typical street cross sections are included below, final street designs may include some variations, such as lane width, sidewalk width, or building setback to reflect the changing context of the street as it passes through Seven Corners.

Multimodal Through Corridor

The Multimodal Through Corridor is a facility that connects multiple activity centers, is intended for longer distance, higher speed travel, carries the largest volume of automobile traffic, and has limited at-grade intersections with other roadway types. It also should accommodate bus, bicycle, and pedestrian modes within its rights-of-way. Arlington Boulevard is the single Multimodal Through Corridor in Seven Corners. It carries the largest volume of vehicular traffic and provides access to other major roadways such as Leesburg Pike and Wilson boulevard at the Seven Corners interchange.

The Multimodal Through Corridor in Seven Corners should have three travel lanes in each direction. Medians are necessary to provide a pedestrian refuge, and to accommodate rights-of-way for turn lanes. The Multimodal Through Corridor should have wide shared-use paths on both sides of the facility.

Figure 34 – Multimodal Through Corridor Cross-section

Note: Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements**.**

Multimodal Through Corridor cross-section dimensions:

- Travel Lanes - 3 lanes per direction (11-12 feet for each lane).

- Multi-Use Trail - 10-foot sidewalk/multi-use trail on both sides of the facility to accommodate bicyclists and pedestrians.

- Median - The desirable width of the median is 18 feet to allow safe pedestrian refuge. 24-foot median to accommodate turn lanes. Medians should be landscaped and/or used to preserve right of way for turn lanes.

- Landscape Panels – There are two such zones, one on either side of the multi-use trail. The panels should be a minimum of 10 feet wide (inclusive of the curb). Major shade trees should be planted in a manner to ensure that they have building and vehicular clearance at their mature size. The trees within the outer landscape panel should be planted to achieve a staggered affect with those planted in the inner landscape panel.

Transit Boulevards

The Transit Boulevard is the most transit supportive Multimodal Corridor in the typology, and has a dedicated lane, or right-of-way, for transit. Transit Boulevards may accommodate a variety of high capacity transit services, possibly a bus service with a bus only lane (BRT), light rail or other transit technologies within a designated right-of-way. Transit Boulevards carry both a large volume of vehicular traffic and will also accommodate buses and other high quality transit, bicyles and pedestrians.

Figure 35 – Transit Boulevard Median Running Cross-section

Note: Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

The Transit Boulevard classification applies to Leesburg Pike and the proposed Roosevelt Boulevard extension, that would connect Castle Place with Wilson Boulevard, over Arlington Boulevard. Uses and character of Transit Boulevards will range from transit oriented mixed use, with street level retail, to neighborhood residential.

The concept for the Transit Boulevard in Seven Corners features dedicated transit lanes**,** a buffered cycle tra**c**k on each side of the street, landscape panels, wide sidewalks, evenly spaced street trees, and landscaped center medians with plantings of flowering trees, shrubs, and flowers

that also provide refuge space for pedestrians. Street lighting should be distinctive, and designed for both pedestrian and vehicular use. Roadway intersections should include pedestrian actuated signals and high-visibility ladder-style crosswalks. The following recommendations are provided for achieving the Transit Boulevard streetscape character in Seven Corner;

Figure 36 – Transit Boulevard Curb Running Cross-section

Note: Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

- Travel Lanes – 2 or 3 travel lanes per direction (11-12 feet for each lane).

- Transit Lane (future) – A 12-foot-wide transit lane is needed in each direction. A 24-foot median (36 feet at stops) could be utilized to accommodate a dedicated transit way, either median running or curb running, where applicable.

- On-Road Cycle Track – 6-foot on-road dedicated, buffered cycle track per direction.

- Median – This character defining feature should be 16-20 feet in width and contain small trees, shrubs, groundcover and other appropriate plantings that beautify the area, create a safe pedestrian refuge at pedestrian crossings and are designed so as to not obstruct sight-lines or visibility. Medians should be landscaped and/or used to preserve right-of-way for turn lanes or dedicated transit lanes.

- Landscape Panels - There are two such zones, one on either side of the on-road bicycle facility. The inner landscape panel located between the transit lane and the bicycle facility should be a minimum of 6 feet wide. The outer landscape panel located between the bicycle facility and the sidewalk should be eight feet wide (inclusive of the curb). In addition to vegetation, the outer landscape panel should include amenities such as bicycle racks and bus shelters. Major shade trees should be planted in a manner to ensure that they have building and vehicular clearance at their mature size. The trees within the outer landscape panel should be planted to achieve a staggered affect with those planted in the inner landscape panel. Amenities such as bicycle racks, bus shelters, and seating areas may be located in the landscape panel or in an easement behind the sidewalk to serve the adjacent land uses.

- Sidewalk - 10-foot sidewalk on both sides of the facility.

- Building Zone - A minimum 12-foot-wide multi-use zone that possibly accomodates additional plantings should be provided. When ground level retail is provided in a building, a portion of the building zone should be used for retail browsing or outdoor dining.

Major Avenues and Avenues

Major Avenues and Avenues within Seven Corners will connect slower speed local streets to higher speed facilities like Transit Boulevards and Multimodal Through Corridors. Avenue streets typically have one or two travel lanes in each direction. Wilson Boulevard, Sleepy Hollow Road, Patrick Henry Drive, Willston Drive, and the Spine Road are classified as Major Avenues and Avenues. They have slower design speeds and may include traffic calming elements such as bulbouts at intersections, frequent pedestrian crossings, parallel on-street parking, bike lanes and wide sidewalks to maximize walkability. Medians are not preferred but may be necessary to provide a pedestrian refuge or turn lane(s). The character of the streetscape should generally be determined by the pedestrian activities generated by the adjacent land uses rather than the street classification.

Major Avenue and Avenue Street Cross-section dimensions:

- Travel Lanes - 1 to 2 travel lanes per direction or 1 travel lane per direction with a center turn lane (11 feet minimum for each lane).

- On-Street Parking - 8 feet for on-street parallel parking per direction.

- Bicycle Lane – 5-foot on-road dedicated bike lane or 6-foot buffered cycle track per direction. This width may include the gutter. Refer to the Seven Corners Conceptual Bicycle Network Map (Figure 31) to determine which streets are planned to include an on-road bicycle feature.

- Landscape Panel - This zone should be a minimum of 8 feet wide (inclusive of the curb). Street trees should be evenly spaced in ordered plantings. Vegetation should also include shrubs and ground cover. Amenities such as bicycle racks, bus shelters, and seating areas may be located in the landscape panel or in an easement behind the sidewalk to serve the adjacent land uses.

- Sidewalk - 9-foot sidewalk on both sides of the facility.

- Building Zone - The width of this zone should range from 6 to 12 feet. When ground-level retail is provided in a building, a portion of this building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.

Figure 37 – Major Avenue/Avenue Street Cross-section with one travel lane in each direction

Note: Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

Local Streets

Local Streets will generally have the lowest volume and slowest moving traffic within Seven Corners. Medians should not be considered for Local Streets. Local Streets will serve residential and/or employment uses with major building entrances and larger window opening along the sidewalks. Local Street cross-sections are narrow, with one lane in either direction, and are flanked by on-street parking on both sides of the road. Due to low vehicle speeds, bicycles may be accommodated in the travel lane rather than in a dedicated bicycle lane. Traffic calming

measures such as raised mid-block pedestrian crossings, small traffic rotaries, and curb and sidewalk bulbouts at intersections may be appropriate. The following recommendations are provided to achieve the streetscape character of Local Streets:

Figure 38 – Local Street Cross-section

Note: Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

Local Street cross-section dimensions:

- Travel Lane - one travel lane per direction. 10-foot lane widths may be considered for streets that abut residential uses.

- On-Street Parking - 8-foot on-street parking per direction.

- Bicycle Lane - Local streets are low speed facilities that may not require bike lanes. Bicycle travel may be accommodated in the travel lane.

- Sidewalk - 8-foot sidewalk on both sides of the facility.

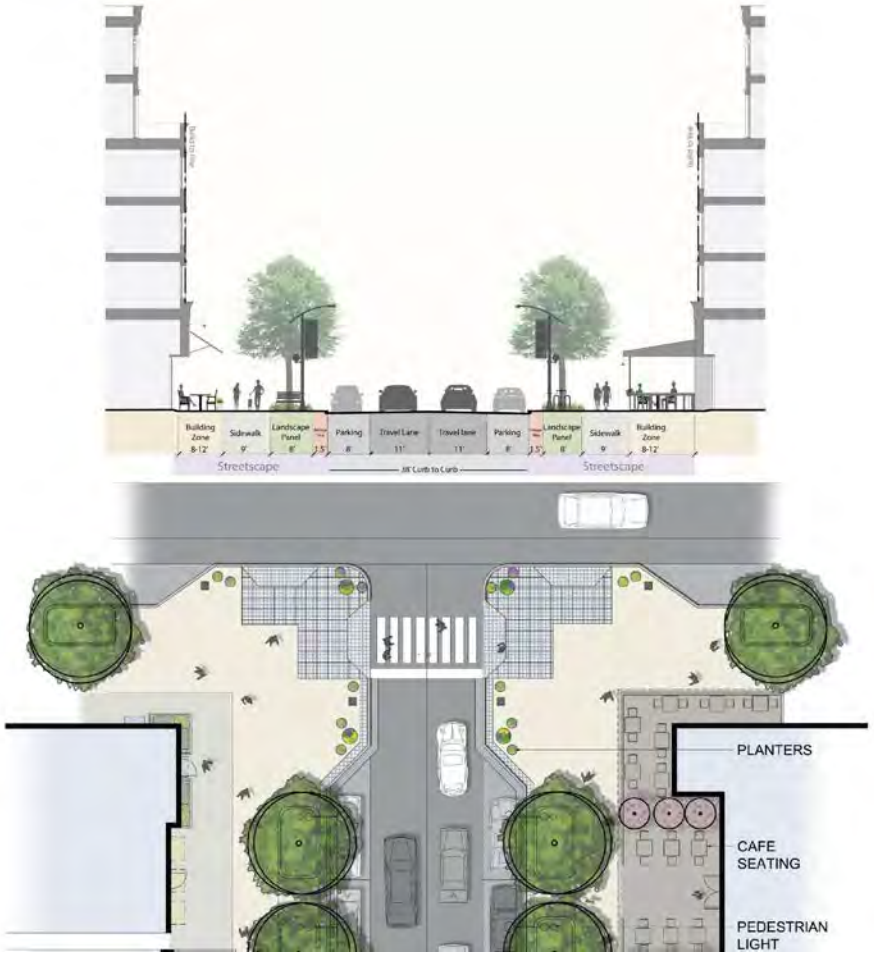
- Building Zone - The width of this zone should range from 6 to 12 feet. When ground-level retail is provided in a building, a portion of the building zone should be used for retail browsing or outdoor dining. Supplemental plantings (to include shade and

flowering trees, shrubs, flowering plants, ground cover, and grasses) may be provided for buildings without retail uses.

Village Main Street (Local Street)

The village main street is planned to connect with the spine road to create a continuously activated pedestrian space in the Willston Village Center. This is a new street that would run parallel to Arlington Boulevard, as shown in the Framework Plan (Figure 28). Another village main street is envisioned to serve the retail and entertainment uses within Land Unit C. It is a special type of a Local street and, therefore, it has its own cross-section. The village main street is envisioned as a lively space where ground-floor retail, an urban plaza, outdoor dining areas, and community uses will be located so as to create a place for pedestrians to walk along and spend time in outdoor spaces. Residential uses, office space and a community-serving recreational/cultural space should be located in the upper floors of buildings, but the main building frontage and building entrances should be located on this street.

Figure 39 – Village Main Street Cross-section



Note: Typical street cross sections are depicted. Although dimensions are noted, final street design will require accommodation of all applicable road design infrastructure. Additionally, final street designs may vary as necessary to address other design and engineering goals and requirements.

- Landscape Panel – This zone should be a minimum of 8 feet wide (inclusive of the curb). Major shade trees should be planted evenly spaced in a manner to ensure that they have building and vehicular clearance at their mature size. Vegetation should also include shrubs and ground cover. Amenities such as bicycle racks, bus shelters, and seating areas may be located in the landscape panel or in an easement behind the sidewalk to serve the adjacent land uses. Seating areas should be created where people can gather together. This may include paved areas within the landscape panel for multiple benches or seating areas. Lighting, street furnishings, and other amenity elements should be coordinated between the different land owners along the Village Main Street.

- Sidewalk - 9-foot sidewalk on both sides of the facility.

- Building Zone – The width of this zone should range from 8 to 12 feet and should be used for retail browsing or outdoor dining space. Planters, low walls, fences, or special paving materials may be utilized to delineate this zone.

General Streetscape Recommendations

Attractive streetscapes havewell-designed road edge that contributes to area identity and provides a safe, high-quality pedestrian experience. The streetscape design will vary by the street type and the adjacent land use, but should create a unified theme along each road. The goal is that the streetscape visually and physically links the various land units of Seven Corners and helps define a distinct sense of place and identity for the overall area.

The streetscape is composed of multiple elements, including sidewalks, street furniture, streetlights, trees and other plants, paving, crosswalks, bus shelters, bicycle racks, public art, signage, and seating areas. The purpose of these elements is to create a quality pedestrian environment.

Definition of Streetscape Zones

The streetscape is composed of three zones, the landscape panel, the sidewalk and the building zone, as illustrated in Figures 34-39. The *landscape panel* is located along the curb and includes trees and other plants, as well as lighting, bus stops, bicyle racks, traffic signs and refuge strips. The *sidewalk* is reserved for pedestrian movement and should not contain any street furniture. The *building zone* is located between the sidewalk and the building façade and is an area for activities such as window shopping/browing, outdoor seating, outdoor dining, etc. The character of the building zone is determined by the adjacent land use.

Streetscape Dimensions

In general, areas with higher pedestrian activity, such as major retail streets and along major automobile and transit bouldevards such as Leesburg Pike, should have wider sidewalks and landscape panels to accommodate increased pedestrian activity and provide additional space between the pedestrian and vehicular traffic. Above all, consitent dimensions within each block should be promoted to avoid shifting pedestrian features or building frontages.

Underground Utilities and Stormwater Infrastructure

Utilities and stormwater infrastructure should be placed underground and should be coordinated with future roadway improvements and sidewalks to foster a pedestrian-friendly

environment. Such infrastructure should be located under sidewalks, parking lanes, or the building zone. These facilities should not be located under street trees. To achieve this goal, detailed site analysis should take place early in the development process to avoid conflicts between utilities and proposed street tree locations. New development should provide underground utility conduits and provide commitments to facilitate future improvements. Utility boxes for phone, cable, electricty, natural gas, information systems and/or other services should be located to the rear or side of the development, along service alleys, within buildings, or placed in sub-grade vaults.

Street Lighting

Street lighting should maintain the overall character and quality of the area, provide adequate lighting levels that ensure public safety without creating glare or light spillage, and conform to LEED light pollution requirements and county ordinances. Lighting should be designed to illuminate the street as well as pedestrian areas. Street lights should be located so as to not conflict with street trees at their projected maturity.

Public Safety

When locating street trees, other plantings, and amenities in proximity to roadways or within medians, safety and sight distance should be taken into consideration.

Streetscape Maintenance

Streetscape improvements may be provided on a combination of publicly owned right-of-way and private property. When the public right-of-way is utilized to provide streetscape improvements, commitments should be made by the property owner to maintain the entire streetacape area. When the streetscape is not entirely within the right-of-way, a public access easement may need to be provided for the potion of the streetscape located on private property.

Pedestrian Crossings

At pedestrian crossings, high-visibility pavement markings should be designed to create a well-delineated, ADA accessible and safe area for pedestrians to cross the street. Crossings at major streets should be highly visible and timed with signalized crossing systems. When medians are provided, they should be designed to create a safety island for pedestrians waiting to finish crossing the street.

Median Landscape Strip

New streets in Seven Corners are not expected to include medians except where they would facilitate pedestrian crossings or are needed to preserve right-of-way. If medians are provided, they should be planted attractively. Consideration should be given to the use of alternative LID techniques for stormwater remediation in this area.

On-Street Parking

Streetscapes with on-street parallel parking should have a small paved area adjacent to the curb known as a refuge strip. The refuge strip will allow passengers to exit parked cars without having to step into planted areas. Trees should be spaced appropriately to allow car doors to swing open without obstruction.

Sidewalk and Streetscape Materials

A variety of sidewalk materials should be considered that both complement adjacent building architectural styles and contribute to placemaking in the larger Opportunity Area as well as to assist in the delination of streetscape zones. Concrete pavers, concrete scoring techniques, stone, tiles, should be used as a complement to concrete sidewalks.

Planting in the Streetscape

Street trees should be planted in an environment that promotes healty root growth and should be evenly spaced at 30 feet on-center but no more than 50 feet apart. Only those varieties that require little maintenance, are resistant to disease, and are adapted to extreme urban conditions such as pollution should be used. In addition to trees, vegetation within planting strips should include supplemental plantings, such as ornamental shrubs, ground cover, flowering plants, and grasses. Consideration should be given to the use of a broad palette of native and drought tolerant species. Supplemental plantings should occur in areas that are clear of vehicles parked on the street, and they should incorporate hardscaped pedestrian access points. Where appropriate, special pavement treatments or hardscape elements may be considered to achieve both root-friendly design and pedestrian walkability within the streetscape. Tree guards should be used in areas expected to have high pedestrian activity to protect tree roots and plantings. Irrigation should be provided.

Low Impact Development Techniques

Streetscape design should consider innovative stormwater remediation design elements such as biorentention, permeable pavement, and incorporation of water collection and storage.

Street Furniture and Other Elements

Street furniture selections, such as benches, water fountains, and bike racks, should be generally consistent within each of the three character areas. This may include the style, size, finish, and color. Fixed elements, such as light poles, should be aligned within the landscape panel so as to minimize the disruption of pedestrian flow.

Design Alternatives

Where pre-existing site constraints might limit the ability of a development to satisfy all streetscape recommendations, some limited variation may be permitted if the proposed alternative meets or exceeds the standards established by this plan. Where flexibility is granted, the streetscape should include acceptable sidewalk widths, and an acceptable amount and location of street trees.

Design guidelines for Leesburg Pike, Wilson Boulevard and all other streets within the Seven Corners CBC will be further described in the Seven Corners Urban Design Guidelines to be subsequently developed. Service Drives are not specifically described here but generally refer to internal vehicular loading or access driveways.

URBAN DESIGN

Urban design is the discipline that guides the appearance, arrangement, and functional elements of the physical environment, with a particular emphasis on public spaces. An urban environment is comprised of many elements; including streets, blocks, open spaces, pedestrian areas, and buildings. These recommendations provide guidance for each of these elements, with a focus on transforming the Seven Corners CBC from a series of disconnected, auto-oriented commercial centers and residential enclaves into a cohesive and functional mixed-use center that balances transportation needs with land uses creating a place that is valued by its residents.

The current character of the Seven Corners CBC is suburban and auto-oriented with low-scaled, single-use buildings and large amounts of surface parking, particularly along Arlington Boulevard and Leesburg Pike. Conversely, the planned urban form has taller buildings with a mix of uses, is walkable, pedestrian-oriented with buildings closer to the street and to one other, and is more-often served by structured than surface parking.

The following urban design recommendations provide guidance regarding the physical form of development in the Seven Corners CBC, and should be used in the development review process along with further details that can be found in the Seven Corners Urban Design Guidelines publication.

Figure 40 - Village Main Street Concept

Building and Site Design

Building and site design must support the pedestrian realm to create a vibrant urban environment. The location of a building on a site should not create a barrier to pedestrians by interrupting the pedestrian circulation system. Typically, buildings should be located close to the sidewalk to allow for active storefronts and other uses that engage pedestrians. Uses like loading

docks, mechanical rooms, utility vaults, and exposed parking decks should be oriented away from pedestrian-friendly streets. These uses, which detract from the pedestrian experience, should be located facing service drives or placed internally to the building envelope to minimize their negative impacts.

The following recommendations address building siting, bulk and massing, building height, step-backs, and general parking design recommendations.

Building Siting

The build-to line is a theoretical line on the ground indicating where the façades of buildings should be located. The line ensures that the ground floors of all buildings on a block are in line with each other at the edge of the streetscape. Exceptions to the build-to line may occur where plazas, pocket parks, or spaces for public art are located. The build-to line generally applies to the podium (or base) of the building structure and excludes upper levels, which may be set back further to allow light and air to reach the street.

The building frontage is the portion of the building that serves to define and enclose the pedestrian realm. It aligns with the build-to line, and generally serves as a physical and visual boundary to the pedestrian realm. The building frontage typically separates exterior public space from interior semi-public or private space. The building frontage only applies to the floors of the building podium.

Proposed developments in the Seven Corners CBC should adhere to a consistently established build-to line for each block as discussed in the Urban Street Design Recommendations. The location of the build-to lines will relate to the streetscape guidelines for the street frontages of each particular project. Existing uses and buildings willnot conform to the build-to line established by new development. Thus, new development and redevelopment (especially those that are phased) should incorporate visual and physical linkages to existing buildings to create a better pedestrian realm. These new buildings may use walls, landscaping, or other architectural features to visually align with exisiting buildings from the build-to line. Articulation along these walls can result in sculptural elements and maintain visual interest along the sidewalk.

Bulk and Massing

Redevelopment in the Seven Corners CBC should be urban in nature. Sites should be designed to achieve the desired density goals, while remaining sensitive to the impact of development on the surrounding context. Guidance regarding building massing includes:

- Buildings should be designed with height variations to protect access to light and views and to allow for privacy.

- Building height should be arranged to allow for light at the street level and to minimize long periods of shadow on the street, adjacent buildings, or in open space.

In general, ground-floor commercial uses should be accessed directly from the adjacent public sidewalk or building zone. In the absence of significant existing topographic variation, storefronts should be at the same grade as the sidewalk and building zone.

Ground-floor residential uses, however, are encouraged to be grade-separated from the public sidewalk to distinguish the units and to provide some privacy. Ideal vertical grade change between the sidewalk and the main level of the residence is 2.5 feet to three feet. This creates the opportunity for stoops, bays, porches or entries that establish a distinct transition between private residential developments and the pedestrian realm. When grade separation cannot be achieved, a planted setback should be provided between residential uses and the public sidewalk.

If accessed directly from the public sidewalk, stairs should not impinge upon the pedestrian realm; they should be located wholly on private property in the building zone so as to not affect pedestrian movement. In lower density areas, front yards should be shallow and characterized by entry gardens terraces, and low walls or fences that encourage a direct relationship between the building and the pedestrian realm.

Figure 41 - Leesburg Pike Transit Boulevard Concept (Curb Running Transit Option)

Building Height

Building height ranges for Opportunity Areas are illustrated in Figure 27. The following are general recommendations regarding building height throughout the CBC:

- Building heights in this plan are not measured in feet but rather in stories to provide some flexibility. While it is assumed that the ground floor of a mixed use or commerical building may exceed a typical floor-to-ceiling building height, remaining stories should not exceed 12 feet floor-to-ceiling.

- Buildings may be oriented to maximize their view potential, but their location and orientation should take into consideration uses in the immediate vicinity.

- Height limits do not include mechanical penthouses, architectural elements, or features affixed to buildings which are part of innovative energy technology such as solar panels, provided that these features do not exceed 25 percent of the overall building height. Except for architectural elements, these features should be effectively screened from adjoining uses.

Step-Backs

The pedestrian experience is greatly influenced by the height of the building along the sidewalk. As a result, great care must be taken to preserve the proportion and scale of the street section so that it does not result in an overwhelming, dark, and windy corridor. Step-backs are one tool that can be used to create an appropriate proportion of street width to building height.

Step-backs result in portions of the building above the ground-floor that are set back from the build-to line at the ground plane. As a result, pedestrians only perceive the first few floors of the building podium, and not the full height of the building. Step-backs can be used to reduce the impacts of shadows and increase sunlight in certain locations, particularly as related to public open spaces, including pocket parks and plazas. Shadow study (also called sunlight or solar shading analyses) may be necessary to ensure that adjacent buildings will have adequate light and air.

Step-backs can be used to add a measure of depth and complexity to the bulk of buildings. Step-backs may be necessary to ensure sunlight in certain locations, particularly as related to public open spaces, including pocket parks and plazas. Stepping back can create interesting elevated exterior spaces that can be used as outdoor patios or terraces in residential areas or as rooftop gardens or unique spaces for restaurants in commercial settings, which can be an asset to building users.

Step-backs should be reviewed in proposed developments to confirm the scale and proportion of the street section and their relationship to adjacent building heights and scale. The use of the step-back technique should avoid "wedding cake" architecture which can result from excessive upper story building setbacks.

General Parking Design Recommendations

The following parking design recommendations are applicable to all areas of the Seven Corners CBC:

- Parking access should always be designed in such a manner as to minimize conflicts between vehicles and pedestrians and to take into account pedestrian safety. This should include reducing the number of parking access points and minimizing the widths of ramps and curb cuts where they intersect with the sidewalk.

- Vehicular access to parking lots and parking garages should be limited to local streets or service drives when feasible.

- Parking access should always be designed to be attractive and coordinated with the site plan and architecture. Views into parking structures should be minimized through the use of architectural treatments, doors, or similar treatments.

- Certain uses, such as retail, civic or entertainment, may require highly visible or clearly signed parking. In these cases, the design of the parking and its access should be reflective of the activity level that will occur within the building.

Structured Parking

Underground parking is the least intrusive form of parking on the built environment and is the preferred method for providing parking in Seven Corners. Above-grade structured parking, or podium parking, may also be appropriate under some circumstances. Above-grade parking structures should be wrapped with active uses on all sides except along a service drive.

In some locations, exposed parking structures that are not wrapped with other uses may be unavoidable. In such cases, careful architectural detailing, lighting, and landscaping should be employed along the building frontage to mitigate the negative impacts of exposed parking levels.

Generally, architecturally-treated garages should be designed to be consistent with surrounding buildings. Exposed parking structures are not permitted along the spine road, village main street, or adjacent to major public plazas. No more than 20 percent of the street frontage should be faced directly by garage and service bay openings; efforts should be taken to place these structures facing service drives. Stand-alone above-grade parking structures are discouraged, except as shared public parking facilities.

Surface Parking

Surface parking should be avoided whenever possible. When provided, surface parking lots should be located to the side or rear of the primary use and should contain pedestrian connections that lead to the front door of the associated building. They should be intensively landscaped, well-lighted, and publicly visible for safety. Surface parking lots should provide low walls or fences at the back of the sidewalk or parallel to the adjacent build-to line to enclose and define the pedestrian realm. They also should be designed to contribute to site stormwater management by using elements such as planter areas and permeable paving in the parking stall area.

On-Street Parking

On-street parking makes sidewalks safer and provides necessary and sometimes more accessible residential and retail parking. Where on-street parking is provided, curb cuts for vehicular access should be minimized in order to increase pedestrian safety and maximize the number of on-street parking spaces. On-street parking should be parallel or angled to the street. Perpendicular, on-street parking is discouraged. Landscaped bulbouts within on-street parking areas at intersections should be utilizied to increased safety and reduce crosswalk distances for pedestrians in streets.

Architectural Elements

Building Articulation

In addition to building massing and setbacks, the treatment of building façades contributes to the quality and character of the pedestrian realm. Building articulation, in the form of an interruption in a façade consisting of a horizontal recess or protrusion, material changes, window systems, entries, balconies and/or stoops, can be used to break down the scale of building façades and avoid long, monotonous lengths of building elevation.

Building articulation should also include changes across the height of the building. This can include material, color, and textures which express the ground floor, building podium, and higher elements. Articulation may also include cornices, different roof forms, and parapet modulation to provide visual interest. It provides the details which make buildings interesting and engaging. Further, articulation elements serve a dual purpose when they provide shade, demarcate entries, or act as gateway features.

Fenestration and Transparency

Where ground floor retail, commercial, community or other nonresidential uses occur, the façades of the first floor should be primarily transparent for the occupied portions. Transparency should permit visibility from the sidewalk into a building and its active uses. Windows on key activated streets should not have walls or static displays on, or just inside the window designed to block views in and out of the building. Opaque, mirrored and translucent glass should be avoided and should not be considered transparent. Special consideration should be given to

ground floor facades along the spine road, village main street, or adjacent to major public plazas to encourage an active public realm in these areas.

Blank walls are solid walls without fenestration, entries or portals. When long expanses of blank walls are located at the ground floor, they can detract from the pedestrian experience. Such conditions should not be permitted on any public street-facing façades. Proposed developments should create building façades and frontages which are appropriate to pedestrians in scale and level of detail. Active uses should be provided at the ground floor as much as possible. If blank façades cannot be avoided, strategies should be employed to mitigate their impacts. These may include the provision of applied architectural elements, material changes, murals, public art installations, special lighting, or other similar features to provide additional building detail and visual interest.

In residential buildings, the level of ground floor transparency may be lower for private uses, such as living areas. Residential lobbies and other common spaces should exhibit higher transparency and should provide a visual connection to the pedestrian realm. To ensure adequate privacy in residential buildings, the sill of ground floor windows should be placed above the eye level of passers-by on adjacent sidewalks. This can be partially achieved through raising the finished grade of the ground floor residential units.

Signage and Wayfinding

Generally, signage should be integrated with building architecture, and should not add to the visual clutter of the streetscape. Building-mounted signs or monument-style ground-mounted signs incorporated within the building zone should be encouraged. Pole-mounted signs should be prohibited. Pedestrian-scaled signage including blade signs should be encouraged.

To enhance connectivity and orients the area to the pedestrian, bicycle, and transit riders, there should be a program of public art, signage, and/or other way-finding elements, which will make the area more attractive and inviting, and easily direct and orient residents, employees and visitors through the area.

Public Art

The identity of the Seven Corners CBC should in part be established through the presentation and distribution of public art throughout the area. Public art can help build authenticity, remember the historically significant events in the area, and increase both a sense of pride and a sense of place. Artwork should create an inviting and attractive place for residents, employees, and visitors. Redevelopment projects and public spaces should include works of public art in their design. These pieces of art should be selected based on factors, including, but not limited to, aesthetic, historic, cultural, or functional value. They should be located in prominent public spaces and be integrated with other urban design features. An opportunity for community input should be sought in the selection process.

PARKS, RECREATION AND OPEN SPACE

Public access to parkland, recreational facilities, and open space are vital components of a thriving community. Within CBCs and other mixed-use activity centers, urban parks provide an outlet for residents, employees, and visitors alike to engage in both leisure and fitness activities, social gatherings, and enjoyment of green spaces within an urban environment. Creating a comprehensive park system is important not only for the social and health benefits but also for

the economic benefits it contributes to the community in attracting business customers and visitors. Further, such a system can provide ecological benefits to the community by helping to improve air quality, boost local biodiversity, and reduce stormwater runoff.

As the Seven Corners CBC redevelops, transforms and grows, the need for parks and recreation facilities will increase. Few residents will have private yards making the need for functional outdoor spaces essential. The CBC's future urban function and form will be compatible with an urban form of parks that range from small pocket parks integrated into new development for casual use and respite to active parks that provide community-building activities and events and places for youth, adult and four-legged exercise and recreation. Safe public accessibility from the public realm will lend to the usability, visibility and placemaking value of these spaces that support residents' health and wellness.

Current Conditions

The Seven Corners CBC has historically been a retail and office destination centered around the Seven Corners Shopping Center. Due to the primarily commercial nature of the CBC, there is a lack of public parkland and recreational opportunities. The rectangular field located on the Willston Multicultural Center property is the only public park and recreation space located in the CBC. This field is in poor condition and not scheduled for community use; however, it is heavily used informally by nearby residents who value its existence. Public parks and recreational facilities located within the vicinity of the CBC include Fairfax County Park Authority parks, Public School facilities, parks in Arlington County and the City of Falls Church parks, and the Upton Hill Regional Park operated by the Northern Virginia Regional Park Authority. Connectivity to and between these parks from the Seven Corners CBC is poor.

Typology of the Urban Parks Framework

The Urban Parks Framework includes four distinct types of urban parks: pocket parks, common greens, civic plazas, and recreation-focused urban parks. The four urban park types span a continuum of purposes, uses, sizes and features that can flexibly accommodate a broad spectrum of recreational and leisure pursuits. A distinction should be made between urban parks that align with the typology and urban design elements such as streetscape areas, sidewalk cafes, commercial entertainment venues, and retail browsing areas. As the Seven Corners CBC redevelops, the following park typologies should be utilized:

Pocket Park

Usually less than once acre, these urban parks are small-scale open spaces incorporated into developments and designed for casual use by people working and living in the immediate area. A pocket park is designed as a single "room" to provide limited casual open space to enjoy individually or in social interactions. These spaces may consist of hardscape elements or lawn and landscaped areas, seating and visual amenities.

Common Green

Larger than pocket parks, these urban parks include flexible open spaces with open lawn areas, serving as the recreation and social focus of a neighborhood or larger area. Size generally depends on the context, function and area, but should be a minimum of one acre. Although a central lawn is the main focus of this type of park, it may be designed with multiple "rooms" offering a mix of complementary uses and/or large enough to support multiple simultaneous activities. The common green could function as unscheduled open space for uses such as

picnicking and unstructured play or be programmed for athletics, public gatherings, performances and special events. The common green may include facilities such as off-leash dog areas, community garden plots, landscaping, water features, shade structures, gathering areas, amphitheaters, space for public art, and/or hardscape areas. Examples of recreational facilities include tot lots and playgrounds, small skate parks, fitness courses, paved trails, and sport courts.

Civic Plaza

An important feature of the park network will be a centrally located civic gathering plaza in each district. This publicly accessible park includes public art and multiple activity areas and is large enough to support casual un-programed use as well as community events. This type of urban park includes public gathering spaces set aside for civic purposes and commercial supporting activities. Civic plazas are usually located at the intersection of important streets or other significant locations and serve as a focal point and unique placemaking feature. Public squares that are surrounded by public streets are also an example of this type of urban park. Flexible, programmable spaces in multiple "rooms" are generally included. Design includes primarily hardscape elements, but may include trees or other landscaping, seating, public art or water features. Size generally depends on the context, function and area, but should be a minimum of one acre. Depending on size, civic plazas could support open air markets, concerts, festivals, outdoor exercise classes or special events. Recreation amenities may be incorporated as complementary facilities, but do not predominate.

Recreation-focused Urban Park

Appropriate recreation facilities will serve a variety of needs and add to the vibrancy of the Seven Corners CBC. In densely-populated urban areas, recreation needs should be addressed with the inclusion of recreation facilities in an urban park setting to serve local residents, visitors, and workers. This park type is distinguished by its primary function to provide active recreation facilities for nearby residents and workers. Facilities such as athletic fields, multi-use courts and skate parks should be provided. Facilities could be scheduled or casually used. Athletic fields should have synthetic turf and lighting to maximize usage. Support facilities and amenities such as trails, seating, tot lots, shade structures, water features, picnic areas, restrooms, landscaping or hardscape should be provided to complement the recreational component. Parking needs should be addressed through shared parking agreements with adjacent developments. The size of the park should be appropriate to accommodate the recreation facilities and support amenities located there.

Linear Green Spaces

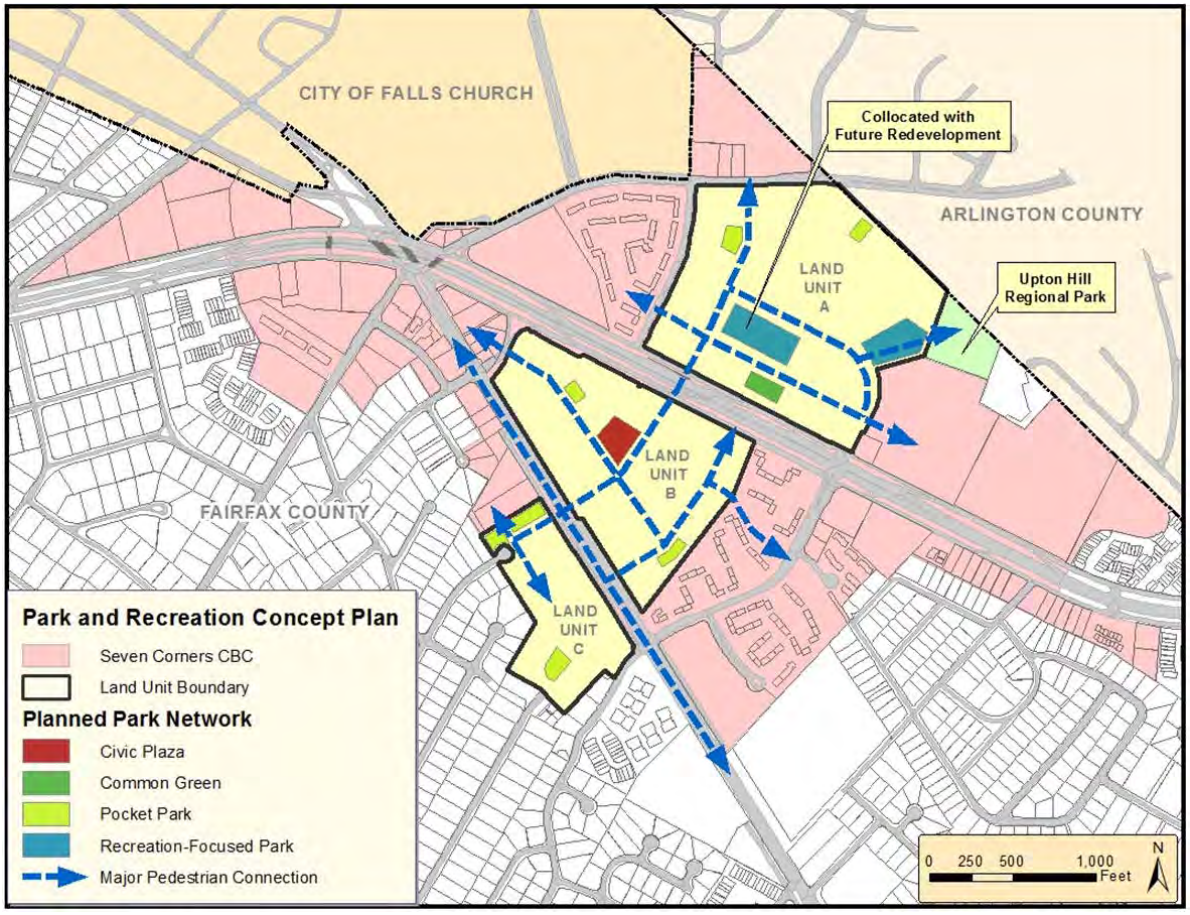
In addition to these four urban park types, linear green spaces provide for pedestrian connectivity within an urban area. These spaces are designed for casual outdoor use and consist of continuous lengths of outdoor trails that are a minimum of eight-feet wide and may include amenities and/or design features such as trailheads, orientation features and wayfinding signage.

Outdoor linear facilities are popular for jogging, dog walking, biking, walking, and/or general outdoor enjoyment. Creation of continuous linear spaces for recreation provides an important amenity that can be linked with pedestrian and bicycle street elements. Linear greenways that utilize urban stream valleys for trails and trail connections are another form of linear urban space.

Concept

The conceptual vision for creating a comprehensive park system for the Seven Corners CBC, as shown in Figure 42, is based on the Fairfax County Urban Parks Framework adopted by the Board of Supervisors. Under the redevelopment option, the concept plan envisions a large-scale civic plaza in the center of Town Center, a common green associated with the Willston Village Center, and pocket parks in Leesburg Pike Village that extend their benefits to the broader Seven Corners community. A range of pocket parks and linear green spaces serves as the connective tissue linking together the various sections of the CBC. Potential locations are indicated in the conceptual park system map to generally depict the distribution and connectivity of parks throughout the CBC, although alternative or additional locations are not precluded. Ideally, the comprehensive park system will include a complement of urban park types in order to serve local leisure needs; support environmental sustainability goals; and contribute to the area's sense of culture, liveliness and identity. These publicly-accessible park spaces can be publicly owned, privately owned, or provided through public-private partnerships.

Figure 42 - Seven Corners Parks and Recreation Concept Map



In addition to those areas indicated on the concept plan, future development should be resourceful in its provision of recreation spaces, which could include nontraditional locations. Creative urban park initiatives may include rooftop parks, flexible programming areas, recreation facilities and redevelopment at nearby existing parks. Indoor facilities and program space within private buildings are also desirable. This may include space for exercise and fitness classes or

education workshops. With any of these approaches, visual and physical accessibility to the public is essential.

Civic Plazas and Common Greens (Land Unit A & B)

Under the Redevelopment Option, to serve as community destination in the Seven Corners CBC, a large-scale civic plaza of at least one acre is planned in the center of the future Seven Corners Town Center. The civic plaza should be supported by a complementary network of common greens or other significant public spaces that support community building and is an integral part of the overall, land unit design. A common green of approximately one acre associated with the Willston Village Center is also envisioned and may be co-located with other redevelopment facilities. These park spaces will serve as the principal location in predominantly commercial areas for leisure activities, community events like farmers markets and festivals, and other casual group or individual uses. The civic plaza should be larger than the common greens and be viewed as the primary public gathering space in the CBC. These parks will be linked by a central spine road that connects the northern land units of the CBC to the southern land units. This spine road will improve connectivity for vehicles, pedestrians and bicyclists and will have appropriate streetscape treatments and grade-crossings. While each park space should be designed for its respective setting, placemaking elements should be incorporated to serve as focal points and to ensure park spaces are activated and inviting to the public. There is no limit to the variety of placemaking elements, which can range from public art to interactive water features such as fountains and splash-pads.

Pocket Parks and Linear Green Spaces (Land Units A, B, & C)

The Seven Corners CBC is envisioned to have a variety of pockets parks designed for casual use by people working and living in the immediate area. Pocket parks in predominantly commercial areas should be designed as retreats from the urban environment with pleasing landscaping and seating areas, while pocket parks in predominantly residential areas should be designed for casual leisure use and include facilities such as picnic tables and small-scale recreational facilities like bocce ball courts, climbable art, and game tables. In addition, a pocket park is envisioned to specifically incorporate the historic D.C. boundary marker located in the northern part of the CBC to provide cultural history interpretation.

Incorporating linear green spaces to connect key locations within the CBC, both the public realm and publicly-accessible park spaces, will help enhance pedestrian connection corridors and provide a buffer between established neighborhoods and planned redevelopment.

Recreation-Focused Urban Park (Land Unit A)

A portion of the active recreation needs in the Seven Corners CBC is envisioned to be addressed through the provision of athletic fields to serve local residents, visitors, and workers. The existing athletic field located on the Willston Multicultural Center site should be replaced and improved with the redevelopment of Sub-unit A-3. In addition to the replacement of the athletic field, a second athletic field is needed. This new athletic field is envisioned to be provided in Land Unit A in order to support redevelopment growth throughout the Seven Corners CBC. These athletic fields will support both scheduled and informal uses by individuals and groups, and a variety of activities and sports.

There are no recreation-focused parks planned in Land Units B and C; however, park spaces in these land units should seek to provide features that encourage active recreation opportunities such as climbing elements, fitness areas, or smaller scale sports such as bocce.

Urban Parkland/Recreational Facility Standards and Implementation Guidelines

Implementation of the conceptual park system for the Seven Corners CBC, including the provision of onsite recreation facilities and/or contributions to offset development impacts, should be guided by the Urban Parks Framework and recreational service level standards outlined in the Park and Recreation element of the countywide Policy Plan. The provision of parkland should be proportionate to the impact of the proposed development on park and recreation service levels using the Urban Park service level standard. New development in urban areas should provide at least 1.5 acres of publicly-accessible urban parkland per 1,000 residents and one acre of urban publicly-accessible parkland per 10,000 employees. Needed recreational facilities should also be provided onsite. Expected parkland needs within the CBC, assuming full build-out under the Comprehensive Plan is estimated at 14 acres. Further, expected recreational needs include at least three playgrounds, four sport courts, and three athletic fields. Presently, there is not any public parkland or recreational facilities in the CBC except the rectangular field on the Willston Multicultural Center property.

While many CBC redevelopments will include onsite urban park amenities and small-scale recreational facilities, contributions toward the provision of athletic fields will also be needed to ensure a park system that adequately serves broad community needs for active recreation. Moreover, CBC redevelopments should provide a monetary contribution to the Park Authority to help address this broad community need for athletic fields. In the event land and/or facilities are provided onsite, or generally within the service area of the CBC, this monetary contribution amount may be adjusted. While this monetary contribution will primarily fund athletic field construction within the CBC, it may also be used to upgrade existing fields within the service area of the CBC to improve field playing capacity and help address active recreation needs.

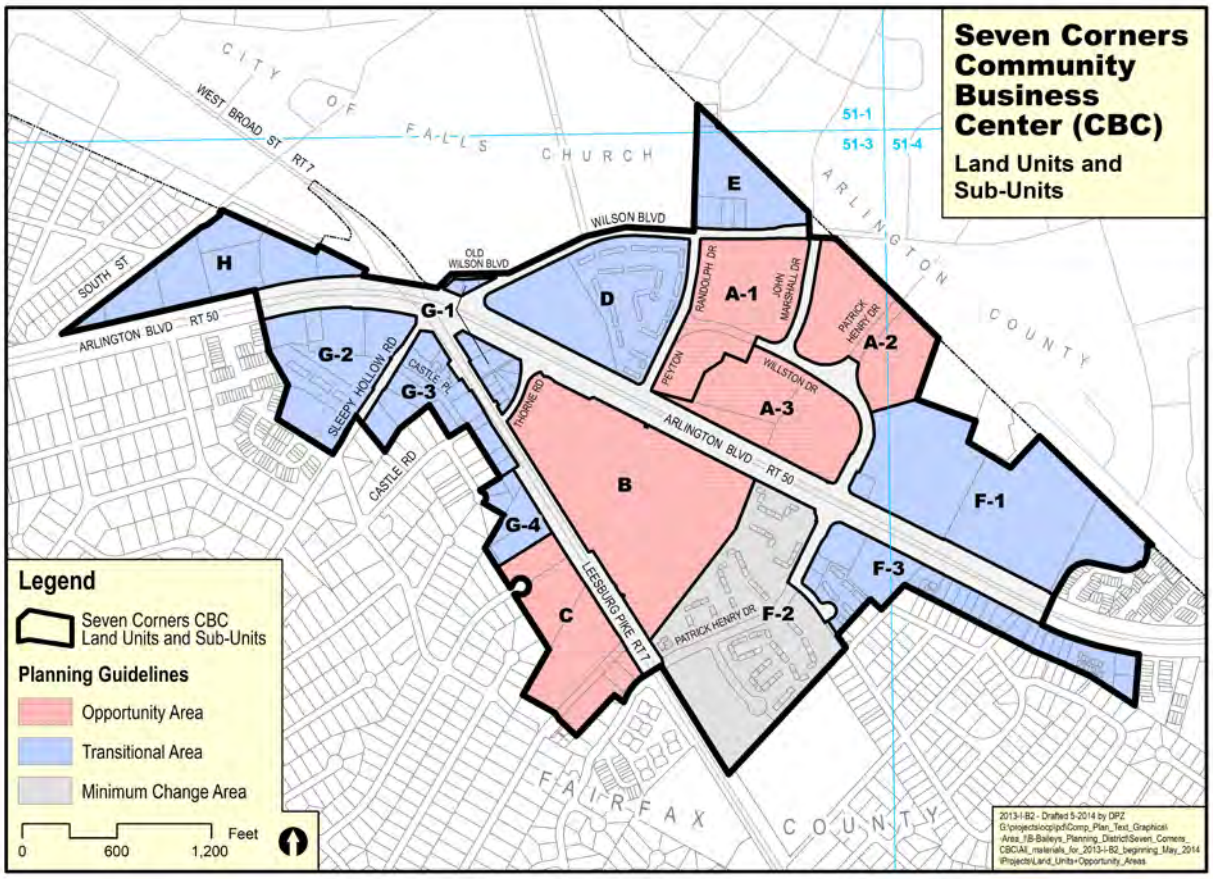
Innovative approaches can be used to ensure provision of recreational facilities, especially athletic fields that meet service level standards. This may include indoor and rooftop facilities or those located above underground stormwater management facilities. Collocation with other public facilities is also appropriate. In addition, park and recreational trends should be evaluated over time to address emerging needs and facilities.

Facilities that contribute toward meeting the parks and open space needs in the Seven Corners CBC may be privately owned, developed, and maintained. However, such facilities must be publicly-accessible during appropriate hours and must meet or exceed the same service level standards as any publicly owned and developed parks or open spaces.

LAND UNIT RECOMMENDATIONS

The Seven Corners CBC is divided into land units and related sub-units for the purpose of organizing land use recommendations. The boundaries of the land units and sub-units are indicated in Figure 43. The land units and sub-units are further characterized as Opportunity Areas, Transitional Areas and Minimum Change Area as described in the sections that follow.

Figure 43 – Seven Corners CBC Land Units and Sub-units



Opportunity Areas

Refer to Figure 26 in the Areawide Recommendations section in conjunction with specific Plan text for Land Units A, B and C. Opportunity Areas are recommended for redevelopment as mixed-use nodes consisting of residential uses that are mostly multifamily in type as well as office, hotel, neighborhood and community serving retail and/or institutional uses.

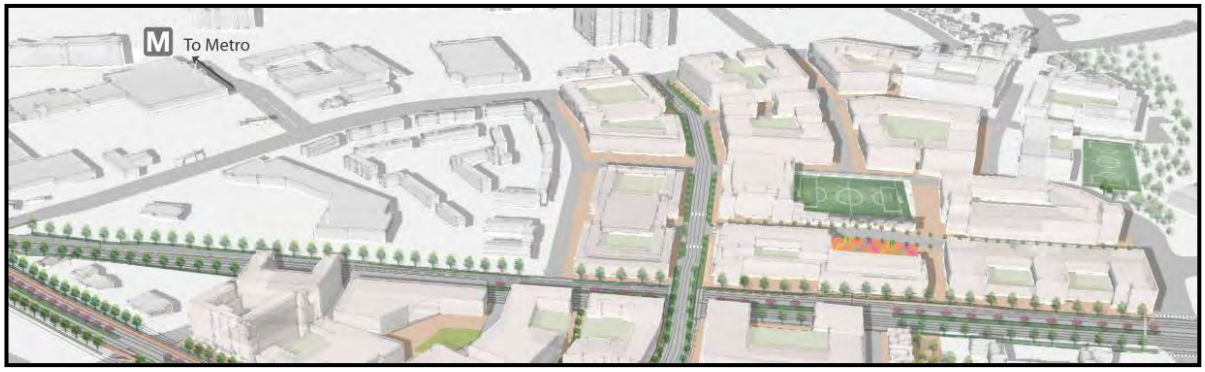
It is possible that the redevelopment of the Opportunity Areas will occur in phases. Consolidation of entire sub-units or one or more individual sub-units is highly desirable, although it is recognized that achievement of this objective will be influenced by market and other factors. Where full consolidation is not feasible, it is expected that proposals will demonstrate that development will not prevent unconsolidated parcels from developing at the maximum planned potential, and demonstrate how coordinated development could occur over time.

Land Unit A (Willston Village Center)

Land Unit A is bounded by Wilson Boulevard to the north, Arlington County to the northeast, Patrick Henry Drive to the east, Arlington Boulevard to the south, and Peyton Randolph Drive to the west. The area contains the Willston Shopping Center, a community-

serving retail center with some additional office uses, and the Willston Multicultural Center. Residential uses are represented by the Seven Corners Apartments and the East Falls Apartments. Under the Redevelopment Option, this area is planned to become the Willston Village Center. Anchoring the northern end of the spine road and bridge, the village center will be organized around a grid of streets with sidewalks and other pedestrian-oriented features. Design/engineering and/or contributions toward the construction of the spine road/bridge and other planned transportation improvements, onsite and offsite, should be provided, as deemed appropriate. Two recreation-focused urban parks, a pocket park and common green, are planned for this land unit. Within the overall planning concept described above, the following recommendations apply to specific sub-units of Land Unit A:

Figure 44 - Willston Village Concept



Sub-unit A-1

Sub-unit A-1 is bounded by Wilson Boulevard to the north, John Marshall Drive and the Willston Multicultural Center to the east, Arlington Boulevard to the south, and Peyton Randolph Drive to the west. At the Base Development level, this area is planned for, and developed with, residential use at a density of 16-20 dwelling units per acre.

Under the Redevelopment Option, this sub-unit is planned for a maximum of 1,200,000 square feet of multifamily residential use with ground floor retail and other commercial uses fronting the spine road that traverses the length of the sub-unit. The spine road is an essential multimodal corridor that will connect the three different Opportunity Areas from Wilson Boulevard over Arlington Boulevard to Leesburg Pike. Building heights should be no taller than six stories fronting on Peyton Randolph Drive but may increase to seven stories in the remainder of the sub-unit, except that up to ten stories may be allowed along the Wilson Boulevard frontage. Redevelopment of this sub-unit should provide elements of the street network with streetscape, and a pocket park. Design and/or contribution should be provided toward the construction of the spine road and bridge and of other planned transportation improvements, both onsite and offsite. As described in Recommendation 9 under "Development Options for

Opportunity Areas," a 1:1 replacement of units that are affordable to households with incomes up to 120 percent of the median income should be provided with redevelopment. To foster coordinated development, flexibility in the shared A-1 and A-3 sub-unit boundary line may be appropriate.

Sub-unit A-2

Sub-unit A-2 is bounded on the north by Wilson Boulevard and Arlington County, Upton Hill Regional Park and the Willston II Plaza shopping center to the east, Patrick Henry Drive to the south, and John Marshall Drive to the west. At the Base Development level, this area is planned for, and developed with, residential use at 16-20 dwelling units per acre.

Under the Redevelopment Option, this sub-unit is planned for a maximum of 1,000,000 square feet of multifamily residential use. Building heights should be no taller than seven floors, tapering down to six floors along the Arlington County line. Redevelopment of this sub-unit should provide elements of the street network, a recreation-focused urban park, and incorporation of the historic D.C. Boundary Stone marker located within this land unit into a pocket park. As described in Recommendation 9 under "Development Options for Opportunity Areas," a 1:1 replacement of units that are affordable to households with incomes up to 120 percent of the median income should be provided with redevelopment.

Sub-unit A-3

Sub-unit A-3 is bounded on the north and east by Patrick Henry Drive, by Arlington Boulevard to the south, and by Peyton Randolph Drive to the west. A pedestrian bridge connects the land unit to the Seven Corners Shopping Center on the south side of Arlington Boulevard. At the Base Development level, this area is planned for, and developed with, public facility use and includes the Willston Multicultural Center (formerly the Willston School), which houses a variety of community services and has a playground and an unimproved athletic field. The northwest quadrant of this sub-unit at the intersection of Patrick Henry Drive and Arlington Boulevard includes the Willston Shopping Center [Tax Map Parcel 51-3((18))4]. Except for the former Willston School site, this area is planned for community-serving retail use up to .35 FAR.

Under the Redevelopment Option, this area is planned to become the heart of the Willston Village Center. A maximum of approximately 950,000 square feet is planned, with a mix of multifamily residential with ground floor retail, office/hotel use, and enhanced public open space. At least one-half of the total development should be residential use. The redevelopment of the Willston Multicultural Center for an educational, cultural, governmental and/or human services uses is envisioned to provide needed facilities for the Seven Corners community. Notwithstanding any other provision herein; the Plan provides for the building of an elementary school sufficient to meet the area's needs, whether at Willston or elsewhere within the area, unless Fairfax County Public Schools advises such a school is not necessary. Building heights should be no taller than seven stories, with emphasis on creating a village-scaled main street parallel to Arlington Boulevard and Patrick Henry Drive. Redevelopment of this sub-unit should provide a recreation-focused urban park, a common green and elements of the street network with streetscape. Design and/or contribution should be provided toward the construction of the spine road and bridge, and of other planned transportation improvements, both onsite and offsite. To foster coordinated development, flexibility in the shared A-1 and A-3 boundary line may be appropriate.

Land Unit B (Town Center)

Land Unit B is a wedge of land east of the intersection of Arlington Boulevard and Leesburg Pike and bordered by Patrick Henry Drive, Leesburg Pike Thorne Road and Arlington Boulevard. The land unit is dominated by the Seven Corners Shopping Center, and includes a transit (bus transfer) center along the Arlington Boulevard frontage road. A pedestrian bridge connects properties on the north side of Arlington Boulevard to the shopping center. At the Base

Development level, the Seven Corners Shopping Center is planned for, and developed as, a regional shopping center up to .50 FAR. Any additional development on this site should be designed in a manner that is integrated with the existing shopping center.

Under the Redevelopment Option, this area is planned to become the Town Center area that anchors the southern end of the new spine road and bridge that will cross over Arlington Boulevard. A new internal grid of streets, major pedestrian corridors, a major civic plaza and pocket parks are planned for this land unit. Planning for the internal street grid should be organized around the location of the central spine road and should be designed to divide the site into pedestrian scaled, walkable blocks. New streets should provide multiple connections with Leesburg Pike. Design and/or contribution should be provided toward the construction of the spine road and bridge and of other planned transportation improvements, both onsite and offsite.

This land unit is planned for mixed use development at a maximum of 3,310,000 square feet. Approximately two-thirds of the development should be residential use, with the remaining development comprised of retail, office, or hotel uses. The tallest buildings should be located closest to the Seven Corners intersection, tapering down toward the stable residential neighborhood on the eastern end. Building heights should range from up to 12 stories down to four stories as depicted in Figure 27. Opportunities exist for one or more tall signature buildings that can serve as focal points for the area. Redevelopment should emphasize urban design that supports redeveloping the edge of Leesburg Pike with a transit boulevard character with enhanced transit serving the corridor. The potential relocation of the existing transit center should be evaluated in conjunction with future redevelopment and future enhanced transit service along Leesburg Pike.

Figure 45 - Town Center Concept

Land Unit C (Leesburg Pike Village)

Land Unit C fronts on Leesburg Pike, northwest of its intersection with Patrick Henry Drive, and is directly across from the Seven Corners Shopping Center. At the Base Development level, it is planned for and developed with community-serving office and retail uses. The dominant use is a free-standing department store located on Tax Map Parcels 51-3((11))190A and 51-3((23))A on Leesburg Pike, north of Juniper Lane. This portion of the land unit is planned and developed for retail use at an intensity of .45 FAR. Tax Map Parcel 51-3((11))189A is planned and developed for office use at its current intensity of .80 FAR. Tax Map Parcels 51-3((1))27A, 51-3((23))B, C, and C1, to the north of Patrick Henry Drive are planned and

developed with office use at an intensity of .50 FAR. These parcels serve as a transition from the Seven Corners CBC to the surrounding neighborhoods and are also designated as gateway locations as they are located at one of the entrances to the CBC.

Figure 46 - Leesburg Pike Village Concept

Under the Redevelopment Option, this land unit is planned to become the Leesburg Pike Village, organized around an internal street grid with a maximum of 539,000 square feet of mixed use development to include townhouses and multifamily residential, retail, entertainment and office uses. Full consolidation of the entire sub-unit is highly recommended. However, at a minimum, parcel consolidation north of Juniper Lane is envisioned. The tallest buildings should be located closest to Leesburg Pike and should be no more than six stories in height from grade, tapering down towards the stable residential neighborhood on the western end with maximum heights of three stories. To implement this vision, townhouses are planned adjacent to the single-family residential neighborhoods. In addition to other conditions provided in this plan, redevelopment of this land unit is contingent upon providing a park adjacent to the existing Baileys Upper Elementary School and an additional pocket park on the north side of Juniper Lane. The design of the park space adjacent to the elementary school should explore elements and programming opportunities that would be mutually beneficial to the school and the village. Terraced lawn parcels could also serve as an outdoor classroom space. Sculptural earthworks or climbable public art can add visual character to the village while encouraging physical play. Landscaping can accent the street view while allowing children to encounter nature. The southern park space adjacent to Juniper Lane is positioned to benefit the village as well as the broader community. Elements that would activate this space through all seasons of the year should be considered that would make this a dynamic, attractive space year round. Landscaping that evolves with each season should complement a diversity of seasonal activities such as water features, a small ice skating area, yoga space, small performances, or neighborhood gatherings.

To provide greater connectivity and promote public health through walking, pedestrian and vehicular interparcel connections should be provided to the school property. Mixed-use residential buildings with ground floor retail and office uses, and an enhanced pedestrian realm for cafes and outdoor seating areas should be oriented to Leesburg Pike and the new local streets. The concept plan envisions an activated village main street with ground floor retail,

entertainment, and outdoor gathering spaces in an enhanced pedestrian environment. High quality architecture, building materials, landscape design, and placemaking techniques should be employed to create a unique neighborhood identity that fosters pride in the Seven Corners community. The architectural character of the Leesburg Pike Village should incorporate the mid-century style of the current retail department store structure either through re-use of the circular tower or incorporating design cues to echo the site's history.

A mix of residential types is envisioned for this land unit with up to 129,000 square feet of single-family attached, and up to 275,000 square for multifamily residential. Nonresidential uses should include approximately 50,000 square feet of neighborhood-serving office use, approximately 40,000 square feet of neighborhood-serving retail use, and approximately 45,000 square feet of entertainment uses (such as a theater). As an option, up to 100,000 square feet of additional nonresidential use with a commensurate reduction in residential square footage is permitted, and not to exceed the overall cap of 539,000 square feet for the land unit as identified in Figure 26.

To avoid cut-through traffic on neighborhood streets in Sleepy Hollow Manor, Ravenwood and Ravenwood Park, trips generated by uses located north of Juniper Lane should be directed to and from Leesburg Pike for ingress and egress. Trips generated by uses located north of Juniper Lane should be prohibited from accessing Juniper Lane. For parcels south of Juniper Lane, access should be to Juniper Lane and not to Patrick Henry Drive. No vehicular or pedestrian connections are envisioned to Shadeland Drive from this land unit. To protect and maintain the existing character of the neighborhoods, Shadeland Drive should remain as a cul-de-sac with no vehicular or pedestrian connections to Land Unit C.

Transitional Areas

All of the land units and sub-units described in this section are planned as Transitional Areas, except for Sub-unit F-2, which is planned as a Minimal Change Area. As previously described, Transitional Areas are not planned for immediate redevelopment, but may be considered for such in the future through a separate study process. Minimal Change Areas are not planned for redevelopment and current uses should be retained in the long term.

Land Unit D

This land unit is directly east of the Seven Corners interchange, south of Wilson Boulevard, west of Peyton Randolph Drive and northeast of Arlington Boulevard. It includes the Corner at Seven Corners shopping center, which is planned for, and developed with, community-serving retail use at the current intensity of .25 FAR. Additional parking lot landscaping and pedestrian connections to adjacent uses are encouraged. The eastern portion of this sub-unit includes the Villages at Falls Church Condominiums that is planned for and developed with residential use at 16-20 dwelling units per acre.

Land Unit E

This land unit is located north of Wilson Boulevard, between the boundaries of the City of Falls Church and Arlington County. It is planned for, and developed with multifamily residential use at a density of 16-20 dwelling units per acre and developed with the Cavalier Club apartments on Tax Map Parcel 51-3((1))43. Neighborhood-serving retail uses planned and developed at an intensity of up to .25 FAR are also present on Tax Map Parcels 51-3((1))38-40.

Land Unit F

Land Unit F extends south of the Arlington County border to Leesburg Pike and is bisected by Arlington Boulevard. It is bordered to the west by the Seven Corners Shopping Center and Patrick Henry Drive and to the southeast by the Ravenwood Tower apartments and a stable single-family residential neighborhood. The land unit contains a variety of community-serving retail, office and residential uses. Within the overall planning concept described above, the following recommendations apply to specific sub-units of Land Unit F:

Sub-unit F-1

This sub-unit is located in the northernmost quadrant of the intersection of Arlington Boulevard and Patrick Henry Drive. It includes a variety of community-serving retail and office uses. Directly east of Patrick Henry Drive is the Willston Center II [Tax Map Parcel 51-4((1))2B and 24C] and additional retail development on Tax Map Parcel 51-4((1))4. These parcels are planned for, and developed with, retail use at an intensity of .35 FAR. The easternmost portion of this sub-unit (Tax Map Parcel 51-4((12))5A) is planned for, and developed with, office use at an intensity of .20 FAR. Office and retail uses within this sub-unit are planned to be retained at their current intensity. Buffering along the northern and eastern edges of this sub-unit is encouraged to screen the adjacent residential uses.

Sub-unit F-2 (See Minimum Change Area)

*S*ub-unit F-3

Tax Map Parcels 51-3((18))8A, 8F1, and 8F2, located at the southeast quadrant of the intersection of Arlington Boulevard and Patrick Henry Drive, are planned for and developed with neighborhood-serving retail use up to .35 FAR. Tax Map Parcel 51-3((18))8E is planned for, and developed with hotel use, and should continue at the existing intensity of approximately .50 FAR. The residential townhomes located north of Brook Drive and east of Patrick Henry Drive are planned and developed at 16-20 dwelling units per acre, and should continue at this density to provide a transition to the Minimum Change Area to the south and west (Sub-unit F2).

To provide a transition in land use intensity between Arlington Boulevard and the Lee Boulevard Heights subdivision to the south, Tax Map Parcels 51-4((15))1-21 are planned for townhouse office use at an intensity up to a .35 FAR, well-buffered from the residential uses to the south. Tax Map Parcels 51-4((2))(B)1-2, 51-4((2))(A)4-9, and 51-4((1))6 and 8 are planned for office use at an intensity up to .25 FAR, with retention of existing residential structures encouraged to form a transition zone. As an option, this area may be considered for redevelopment with townhouse office uses up to .35 FAR if logical consolidation of parcels is achieved and designed in a manner compatible with the surrounding neighborhood by the development being residential in appearance, building height being limited to four stories, and a 35 foot buffer provided adjacent to single-family residences, which includes a solid wall and effective landscaping. In addition, development proposals should improve the area's storm water drainage and traffic circulation. These parcels are designated as a gateway location.

Land Unit G

Land Unit G is centered on and comprises four of the seven corners for which the area is named. The land unit contains an elongated strip of free-standing retail and office uses, most of which front on and have access to Leesburg Pike and Sleepy Hollow Road. It is bordered by the City of Falls Church and Arlington Boulevard to the north, Thorne Road and Leesburg Pike to

the east, and stable residential neighborhoods to the west and southwest. The following recommendations apply to the specific sub-units of Land Unit G:

Sub-unit G-1

This sub-unit is immediately adjacent to the Seven Corners. The land is divided into two sections: the larger area south of Arlington Boulevard and east of Leesburg Pike is planned for neighborhood-serving retail or office use at an intensity of up to .35 FAR. As an option, land within this sub-unit may be considered for retail and office mixed use at an intensity up to .50 FAR if full consolidation of parcels is achieved. The smaller portion of the sub-unit north of Wilson Boulevard is developed with and planned for neighborhood-serving office use at its current intensity of approximately .10 FAR.

Sub-unit G-2

This sub-unit is directly south of Arlington Boulevard, west of its intersection with Leesburg Pike and Sleepy Hollow Road. Parcels fronting Arlington Boulevard are planned for neighborhood-serving retail or office use at an intensity of up to .50 FAR. As an option, retail and office use at an intensity up to .70 FAR may be considered provided that substantial and logical consolidation is achieved, including Tax Map Parcels 51-3((1))6A and 8A and 51-3((5))2 and 3C, and peak-hour vehicular trip generation for the mix of use is determined to be no greater than that for office use at .50 FAR. Sharing of structured parking by adjacent uses should be encouraged. With any redevelopment, access points should be minimized and provided to both the frontage road (Arlington Boulevard ramp) and Sleepy Hollow Road.

Tax Map Parcel 51-3((1))9B is separated from land to the north by a substantial change of elevation and is oriented to Sleepy Hollow Road. It is planned for and developed with community-serving office use at the existing intensity. The area to the southwest (Tax Map Parcels 51-3((34))1A-3R) is developed with and planned for townhouse style office use at the existing intensity of .35 FAR. Tax Map Parcel 51-3((1))9A, on Sleepy Hollow Road, is developed with and planned for public facility use as a hospital at the existing intensity of .65 FAR.

Sub-unit G-3

This sub-unit is directly south of the intersection of Leesburg Pike and Sleepy Hollow Road. Tax Map Parcels 51-3((13))2B, 38 and 39 fronting on Leesburg Pike between Sleepy Hollow Road and Castle Roads are planned for, and developed with, retail uses at an intensity of .15 FAR while the remainder of the sub-unit is planned for and developed with community-serving office uses at an intensity of .90 FAR.

As an option, office use at an intensity up to .50 FAR may be considered for Tax Map Parcels 51-3((13))38 and 39 and/or Tax Map Parcels 51-3((17))2B - 4A4 provided that the grouping of parcels is consolidated. As a further option for these parcels, office use at an intensity of up to .70 FAR may be considered with consolidation of two or more acres.

The Seven Corners Fire and Rescue Station is located on Tax Map Parcels 51-2((1))11 and 51-3((15))4. This area is planned for public facility use and serves as a transition between the commercial area to the north and east and the townhouse and single-family neighborhood to the south and east.

Sub-unit G-4

Tax Map Parcels 51-3((1))30 and 31, 51-3((11))188A, 51-3((13))5, 10 and 11 has an existing office building that is planned as the county's first, adaptive-reuse urban public school. This area is planned for public facility use and serves as a transition between the commercial area to the north, the planned mixed-use retail and multifamily development to the south and east, and the existing single-family neighborhood to the west.

Land Unit H

Land Unit H is a triangular-shaped area bounded by the City of Falls Church to the northeast, South Street to the northwest, and Arlington Boulevard to the south. The area is bordered by a stable residential neighborhood to the northeast and by automobile sales and service uses to the north, in Falls Church.

This land unit includes areas planned for, and developed with, neighborhood-serving retail uses at the existing intensity on Tax Map Parcels 51-3((1))2 and 3, and the visually prominent high rise office towers located on Tax Map Parcels 51-3((1))1B and 1E. Tax Map Parcel 51-3((1))1D is planned for a residential and retail mixed-use project. Tax Map Parcel 51-3((1)) is developed with a hotel. The overall planned intensity of A small automobile service use is located on Tax Map Parcel 51-3((1))1A, at the intersection of Arlington Boulevard and South Street. Tax Map Parcels 51-3((1))1A-1E are planned for mixed use and should continue at the same intensity.

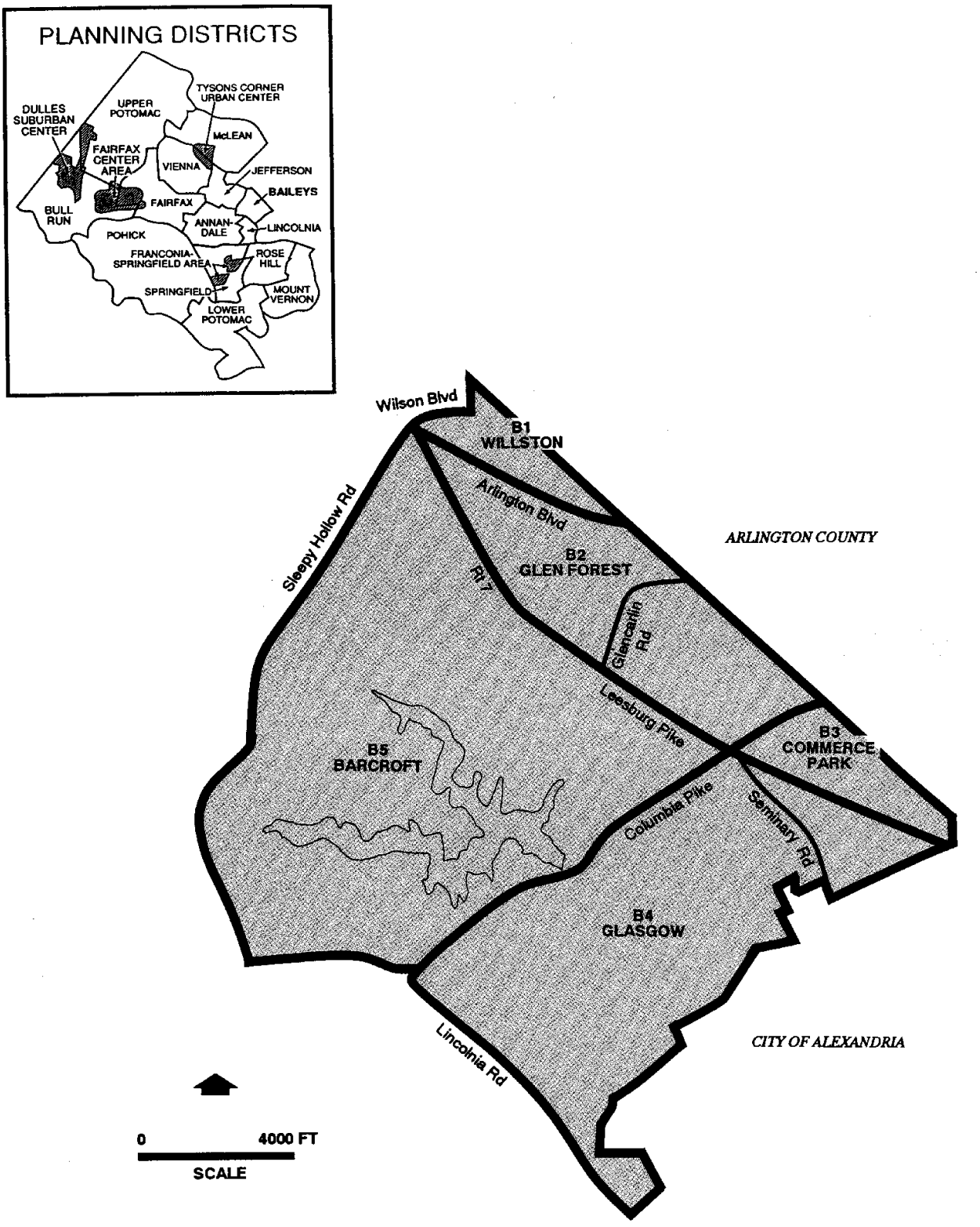
As an option, Tax Map Parcels 51-3((1))2 and 3, located directly at the intersection of Arlington Boulevard and Hillwood Avenue may be considered for retail and/or office use up to .50 FAR if the two parcels are consolidated and access coordinated with Tax Map Parcels 51-3((1))1B and 1E or provided as far west of the intersection as possible. As a further opinion, the entire sub-unit may be considered for retail/office mixed use up to .70 FAR provided that full consolidation is achieved and higher structures are located to the east, away from the adjacent single-family detached residential areas. At this higher intensity, a traffic study at the time of redevelopment should be performed.

With any redevelopment, primary access points should be minimized with parking lots or structures situated to minimize visual and noise impacts on adjacent residential uses. Any redevelopment should also address the Seven Corners CBC future street grid found in the Transportation section to the best of its ability. The type of buffering and screening provided along South Street should be designed to maintain the residential character of this street.

Minimum Change Area

Sub-unit F-2

The multifamily residential uses along Patrick Henry Drive south of Arlington Boulevard and north of Leesburg Pike are planned for, and developed with, residential use at a density of 16-20 dwelling units per acre. These apartments and condominiums are a source of affordable housing and function as a transition between commercial development and other residential development. This residential area of the sub-unit is a Minimal Change Area because although some new infill development may occur within this area, no change is contemplated.



COMMUNITY PLANNING SECTORS **FIGURE 47**
BAILEYS PLANNING DISTRICT

B1 WILLSTON COMMUNITY PLANNING SECTOR

CHARACTER

The Willston Community Planning Sector is located in the northern portion of the Baileys Planning District, generally bounded by Wilson Boulevard to the north, Arlington County to the northeast, and Arlington Boulevard (Route 50) to the southwest. The planning sector contains the northern half of the Seven Corners Community Business Center (CBC). Plan recommendations for the CBC are contained in a preceding section of the Baileys Planning District text, following the Overview section.

The planning sector contains a variety of residential uses. The Federal Hill and Ash Lawn Ridge townhouse developments are located on Arlington Boulevard. Willston Apartments, a large garden apartment complex, is located along Patrick Henry Drive. Cavalier Club, a high-rise apartment complex, is located north of Wilson Boulevard.

Nonresidential uses include public facilities, institutions, and public parkland. The former Willston Elementary School is now used as a community educational center. Lockwood House, an elderly care facility, and Upton Hill Regional Park are located north of Willston II Shopping Center.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. There are seven boundary stones in Fairfax County, two being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the areas of the Willston Planning Sector outside the Seven Corners Community Business Center develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Willston sector is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan in Land Use Objectives 8 and 14.

Figure 48 indicates the geographic location of land use recommendations for this sector.

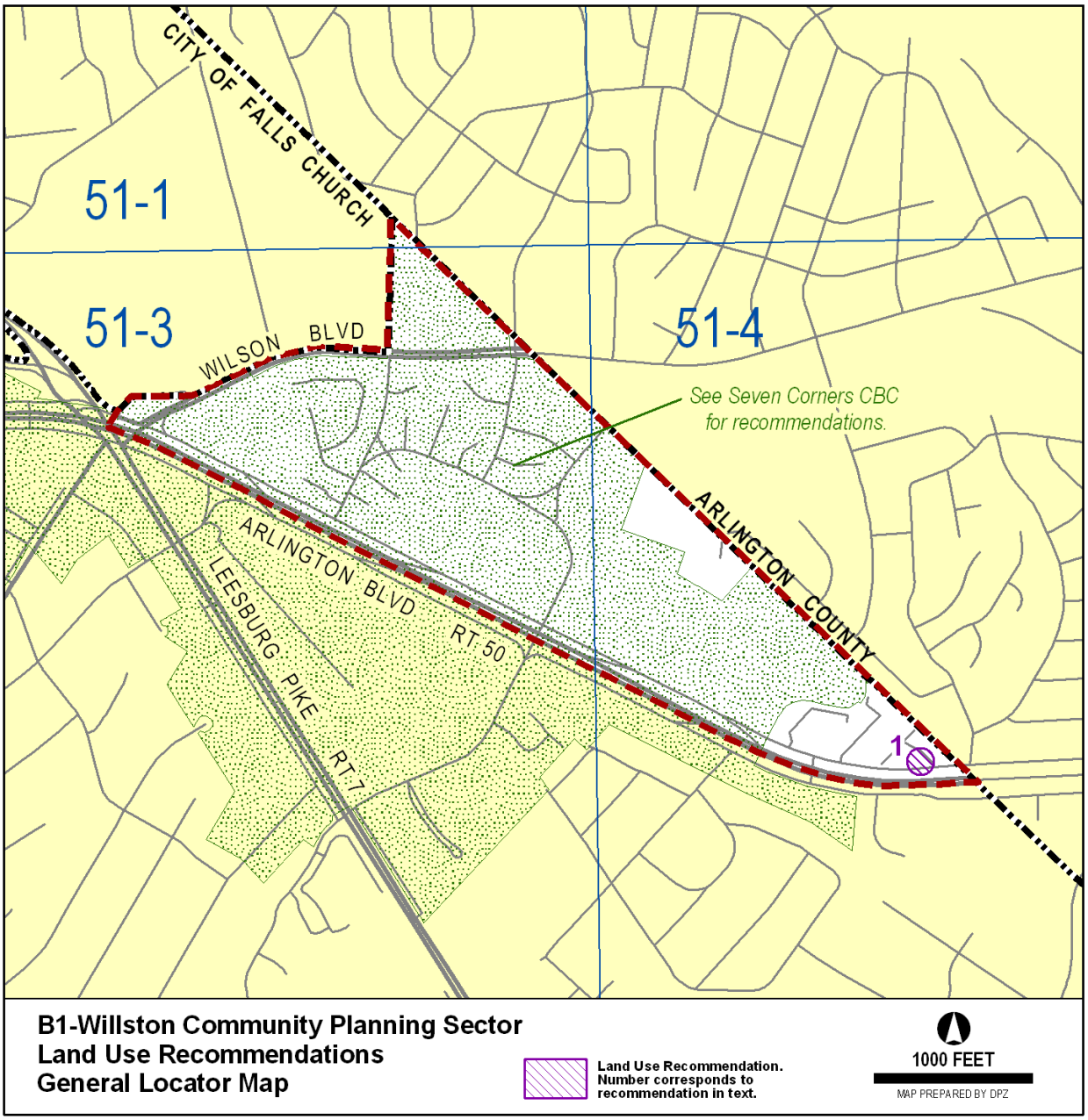

CITY OF FALLS CHURCH
51-1
51-3
51-4
WILSON BLVD
See Seven Corners CBC
for recommendations.
ARLINGTON BLVD
RT 50
LEESBURG PIKE
RT 7
ARLINGTON COUNTY
1
B1-Willston Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation.
Number corresponds to
recommendation in text.
1000 FEET
MAP PREPARED BY DPZ

FIGURE 48

1. In order to provide a transition in density between the Federal Hill development on the west and the single-family detached residences on the east, the 2.2-acre tract on the north side of Arlington Boulevard and adjacent to the Arlington County line is planned for residential use at 8-12 dwelling units per acre. A landscaped buffer along the northeastern boundary with the existing single-family residences should be provided.

Transportation

Transportation recommendations for this sector are found on Figure 49. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

1. Retain the Old Willston Elementary School site in public ownership for local government use.

2. Renovate and expand the Willston Pumping Station at 2917 Peyton-Randolph Drive (Tax Map 51-3).

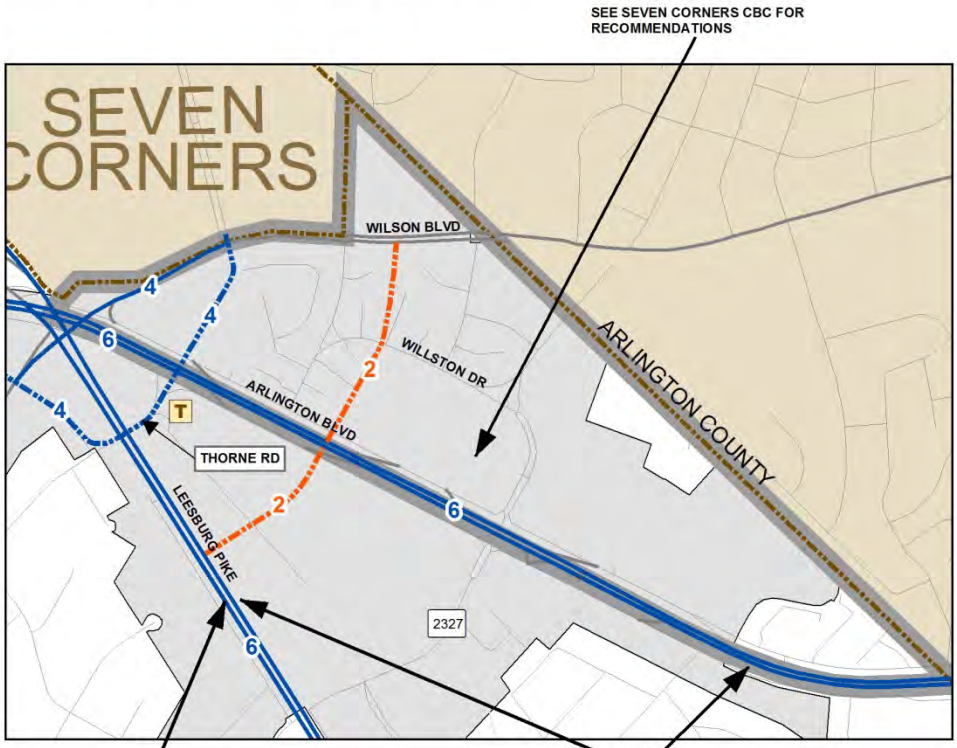
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 50. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition,

B1 - WILLSTON COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL / COLLECTOR LOCAL

- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 10 12 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING / PROPOSED

- METRORAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION
- RAIL STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES

N

Feet

0 1,000 2,000

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

FIGURE 50
PARKS AND RECREATION RECOMMENDATIONS
SECTOR B1

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Plan and develop urban park facilities in the Seven Corners Community Business Center in conjunction with redevelopment.
COMMUNITY PARKS:	Develop active recreation facilities at the Willston Instructional Center in cooperation with Fairfax County Public Schools.
DISTRICT PARKS:	This sector lies within the service area of Mason District Park but is separated by significant transportation barriers.
REGIONAL PARKS:	
Upton Hill	This park provides some of the facilities generally associated with a District Park.

the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

B2 GLEN FOREST COMMUNITY PLANNING SECTOR

CHARACTER

The Glen Forest Community Planning Sector is located in the northeastern portion of the Baileys Planning District, generally bounded by Arlington Boulevard (Route 50) on the northeast, Leesburg Pike (Route 7) on the west, Columbia Pike (Route 244) on the south, and Arlington Countyto the east. The planning sector contains portions of the Seven Corners and the Baileys Crossroads Community Business Centers (CBCs) on the northern and southern ends, respectively. Plan recommendations for those centers are addressed in a preceding section of the Baileys Planning District, following the Overview section.

The central portion is characterized by stable, low density residential neighborhoods. Medium density residential uses are limited to Hardwick Court and the Glen of Carlyn, two townhouse developments located on Glen Carlyn Road.

The Long Branch of Four Mile Run bisects the area, forming a long stream valley and open space corridor. The county soils map indicates that portions of the planning sector are in a soil-slippage prone area, suggesting there may be development constraints.

Sandstone markers were erected in 1791 when the boundaries of the District of Columbia were first determined. The original area of the District was ten miles square, and 40 markers were placed on one-mile intervals along the boundary. There are seven boundary stones in Fairfax County, one being located within this planning sector. These stones are listed in the Fairfax County Inventory of Historic Sites, the Virginia Landmarks Register and the National Register of Historic Places. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the areas of the Glen Forest Planning Sector outside the Seven Corners and Baileys Crossroads Community Business Centers develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Glen Forest sector, outside the Seven Corners and Baileys Crossroads Community Business Centers, is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan in Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provides for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 51 indicates the geographic location of land use recommendations for this sector.

1. Tax Map 61-2((44))1-43 is developed with and planned for residential use at a density of 8-12 dwelling units per acre.

2. To provide a transition in intensity of land uses between the northern portion of the Arlington Boulevard corridor and the Lee Boulevard Heights subdivision to the south of Arlington Boulevard, Parcels 51-4((1))9, 10 and 11, on the south side of Arlington Boulevard between Woodlake Towers, and the existing townhouse office development and medical care facility, if consolidated, are planned for residential use at 5-8 dwelling units per acre, with access provided as shown on Figure 52. As an option, institutional use up to .20 FAR may be appropriate if the following conditions are met:

   - Provision of a substantial buffer along the boundary with the adjacent residential neighborhood;

   - Access is provided as shown on Figure 52;

   - Building heights are limited to 35 feet and should have a residential appearance.

Transportation

Transportation recommendations for this sector are found on Figure 52. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

Potential exists for significant heritage resources associated with the Civil War. Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with county policy countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 53. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

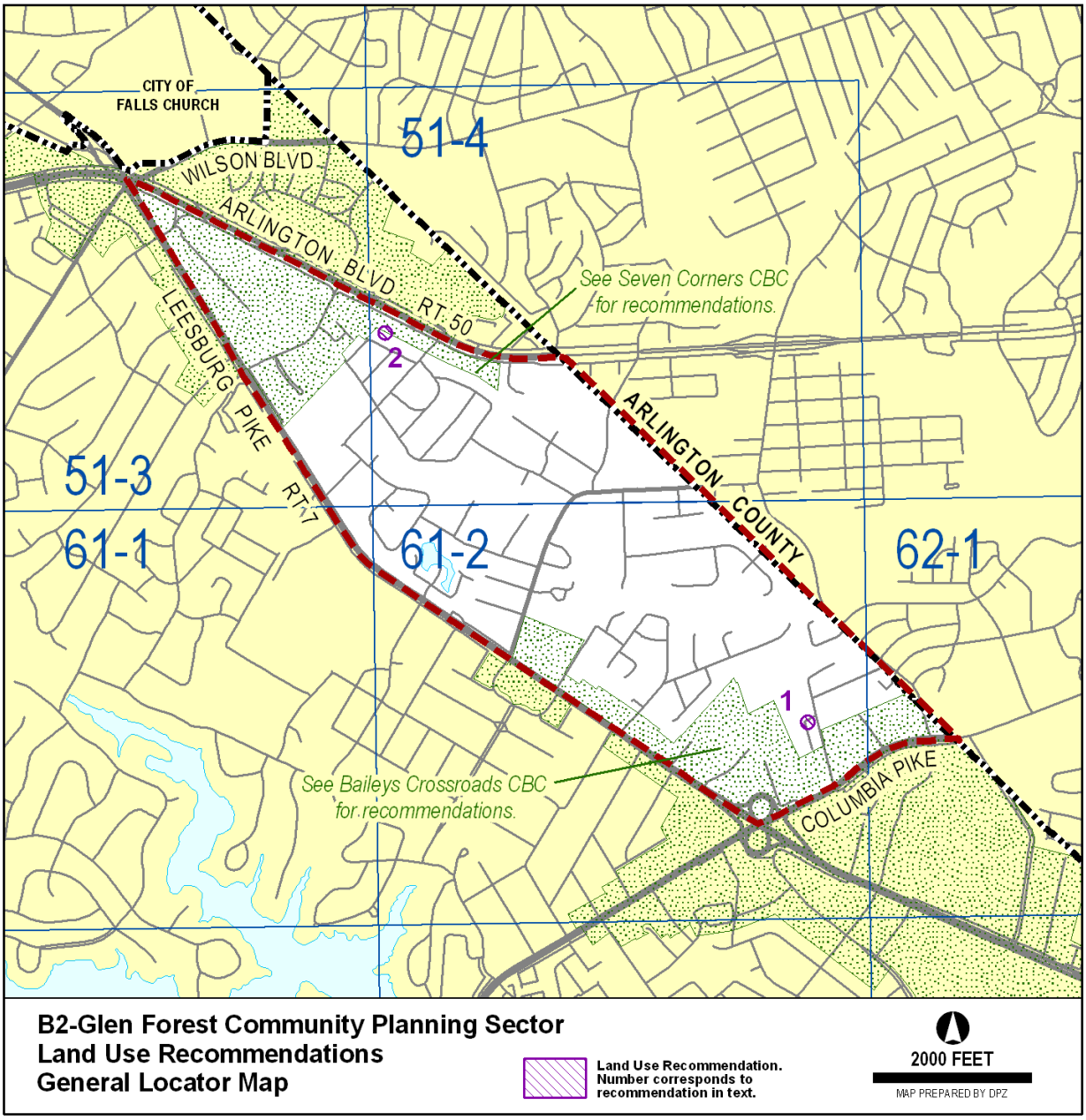
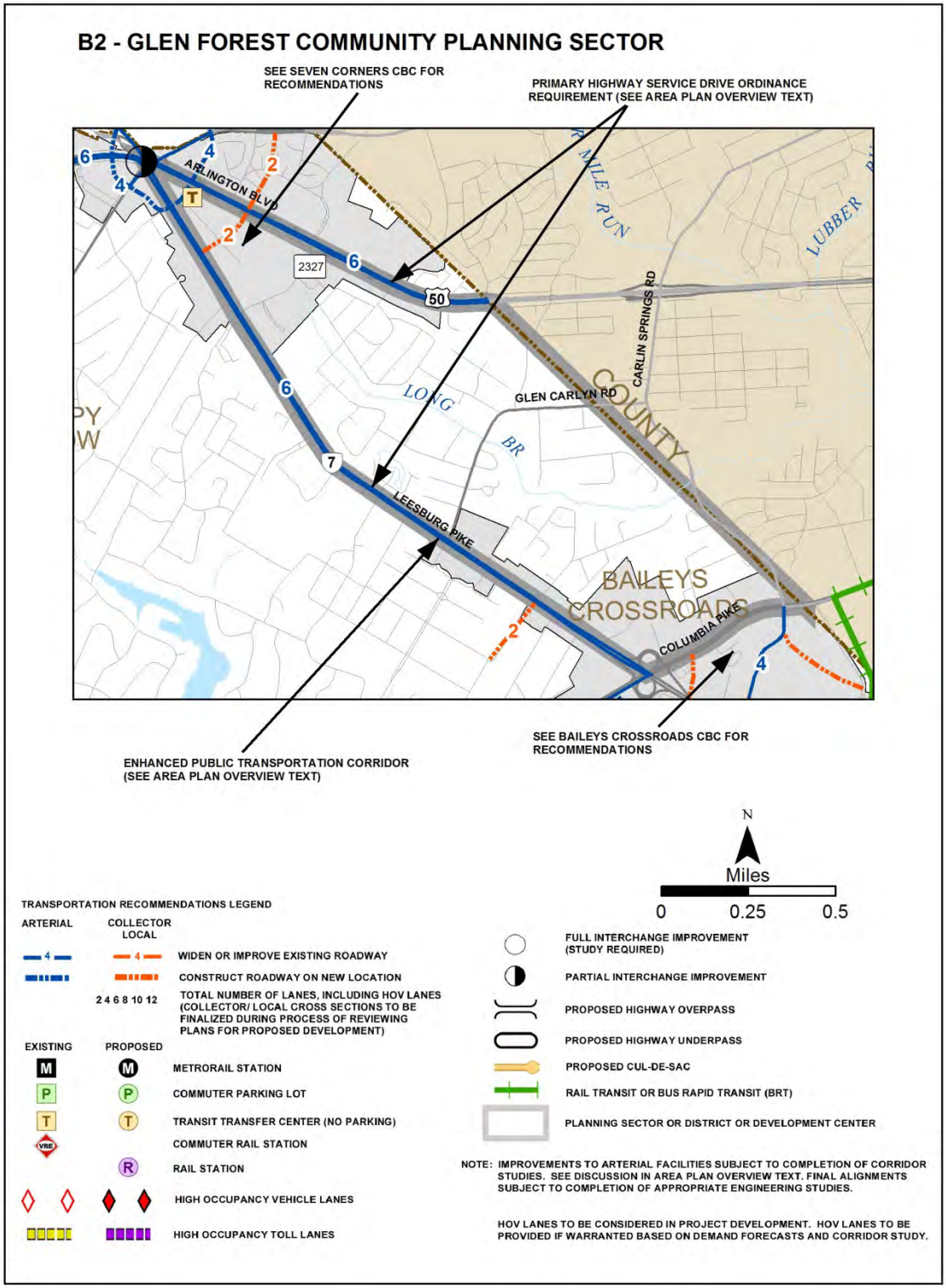

CITY OF FALLS CHURCH
51-4
WILSON BLVD
ARLINGTON BLVD
RT. 50
See Seven Corners CBC for recommendations.
LEESBURG PIKE
RT. 7
2
ARLINGTON COUNTY
51-3
61-1
61-2
62-1
1
See Baileys Crossroads CBC for recommendations.
COLUMBIA PIKE
B2-Glen Forest Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
2000 FEET
MAP PREPARED BY DPZ

FIGURE 51



TRANSPORTATION RECOMMENDATIONS **FIGURE 52**

FIGURE 53
PARKS AND RECREATION RECOMMENDATIONS
SECTOR B2

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Plan and develop urban park facilities in Baileys Crossroads Community Business Center in conjunction with redevelopment.
Munson Hill Spring Lane	
COMMUNITY PARKS:	Dedication of at least two acres adjacent to Glen Forest Elementary School should be provided for additional active recreation facilities. (Also noted in Land Use recommendations.)
DISTRICT PARKS:	This sector lies within the service area of Mason District Park.
COUNTYWIDE PARKS:	The Long Branch tributary of the Four Mile Run Stream Valley should be retained as private open space.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

B3 COMMERCE PARK COMMUNITY PLANNING SECTOR

CHARACTER

The Commerce Park Community Planning Sector is located in the east central portion of the Baileys Planning District, bounded by Columbia Pike (Route 244) on the northwest and Leesburg Pike (Route 7) on the southwest. Arlington County is adjacent on the northeast, and the City of Alexandria is adjacent to the east. The planning sector is almost entirely within the Baileys Crossroads Community Business Center (CBC). Recommendations for the CBC are contained in a preceding section of the Baileys Planning District text, following the Overview section.

Outside of the CBC, the planning sector includes both low and medium density residential uses and institutional uses. Residential uses include townhouses, and garden apartments, such as Leesburg Apartments and Grandview Apartments.

There are no stream valleys in this planning sector. The county soils map indicates that portions of the planning sector are within a soil-slippage prone area, suggesting possible development constraints.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends the areas of the Commerce Park Planning Sector outside of the Baileys Crossroads Community Business Center develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Commerce Park Planning Sector outside the Baileys Crossroads Community Business Center is largely developed as residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan in Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 54 indicates the geographic location of land use recommendations for this sector.

1. The Virginia Heights neighborhood, located west of South George Mason Drive and south of Hamilton Drive, is planned for residential use at 2-3 dwelling units per acre. The density range is compatible with the contiguous single-family residential areas in Alexandria and Arlington, which together with Virginia Heights, function as a unified neighborhood.

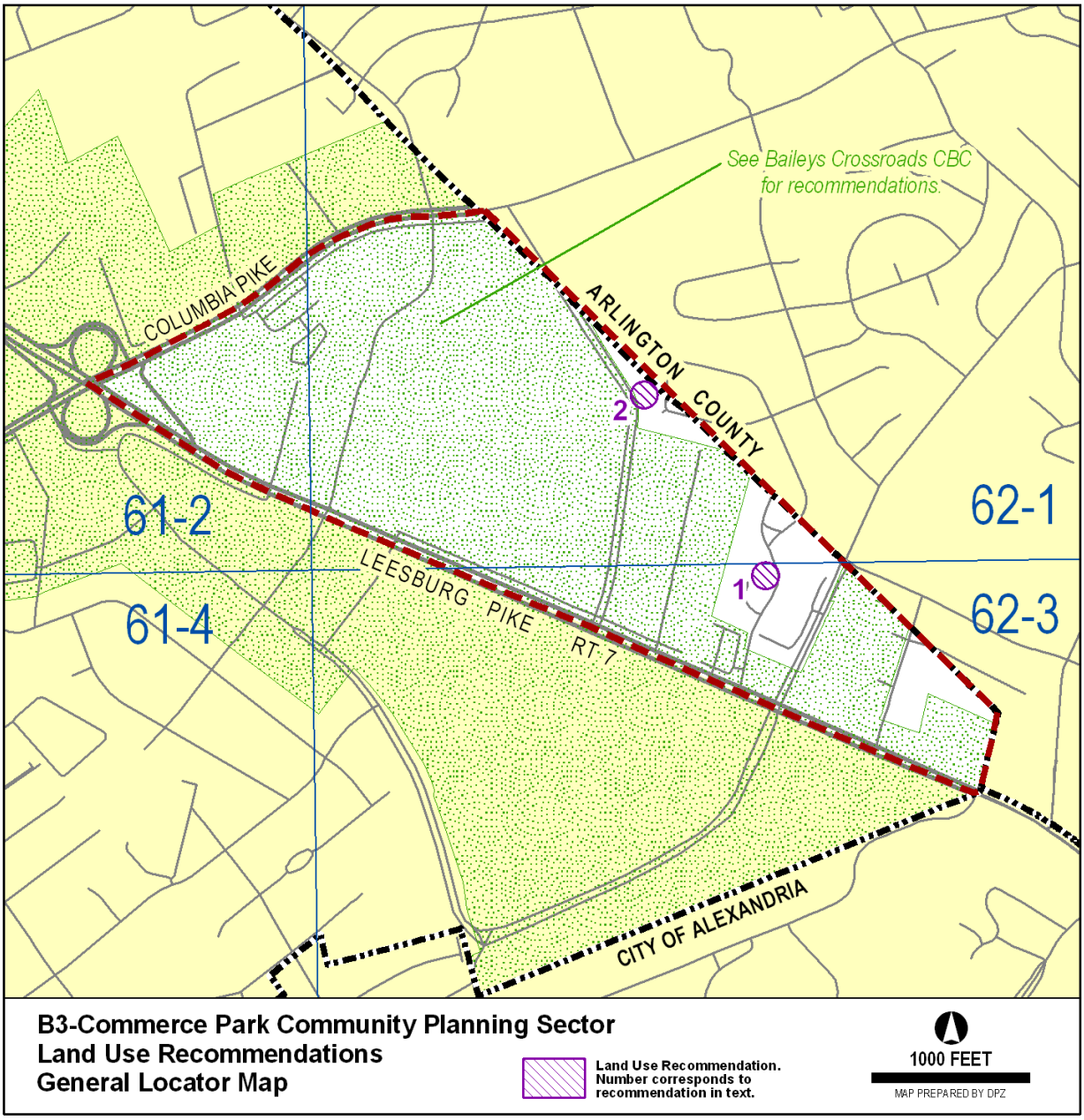

See Baileys Crossroads CBC for recommendations.
COLUMBIA PIKE
ARLINGTON COUNTY
2
1
61-2
61-4
62-1
62-3
LEESBURG PIKE RT 7
CITY OF ALEXANDRIA
B3-Commerce Park Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
1000 FEET
MAP PREPARED BY DPZ

FIGURE 54

2. The stable single-family structures whose rear lot lines abut South Jefferson Street should be maintained. Appropriate buffering should be provided to ensure that no further encroachment into the residential neighborhood occurs.

Transportation

Transportation recommendations for this sector are found on Figures 55 and 56. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

Potential exists for significant heritage resources associated with the Civil War. Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Parks and Recreation

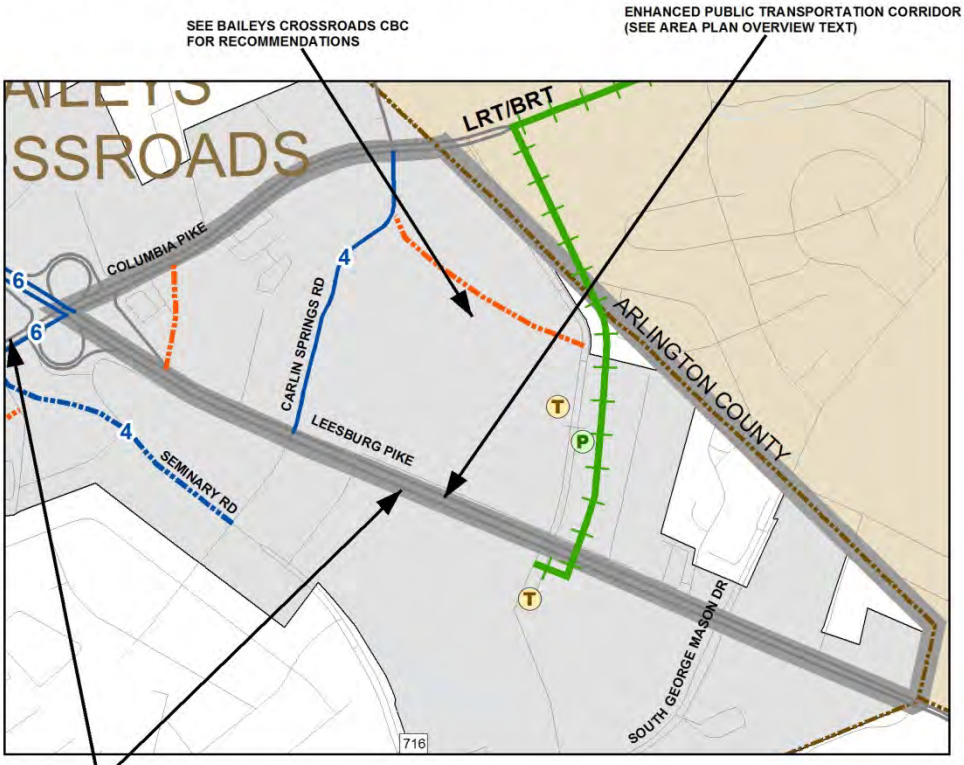
Park and recreation recommendations for this sector are shown on Figure 57. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

B3 - COMMERCE PARK COMMUNITY PLANNING SECTOR



TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL / COLLECTOR LOCAL

- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 10 12 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING / PROPOSED

- METRORAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION
- RAIL STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES

N

Feet

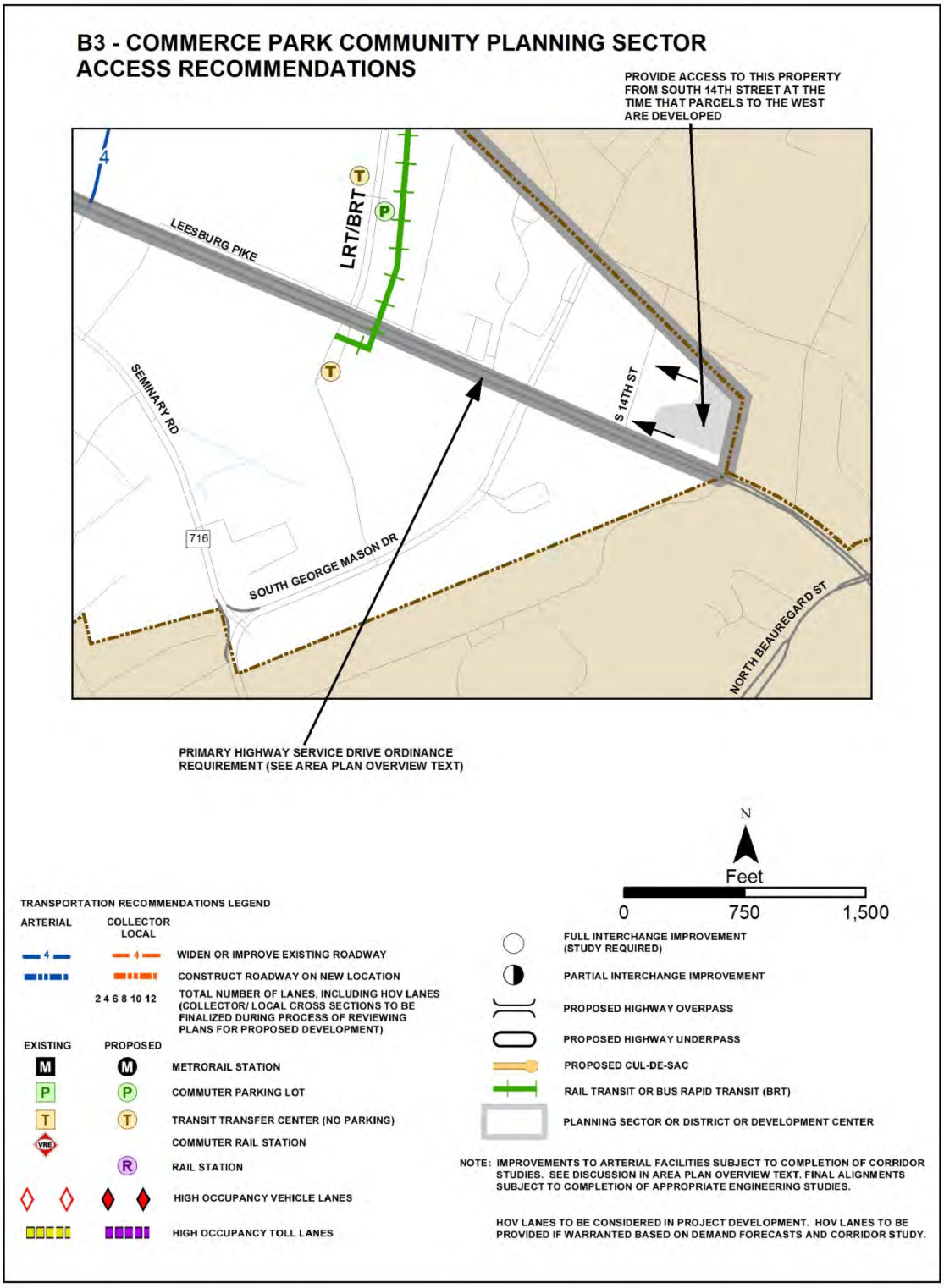
0 1,000 2,000

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

TRANSPORTATION RECOMMENDATIONS **FIGURE 55**



ACCESS RECOMMENDATIONS **FIGURE 56**
B3 COMMERCE PARK COMMUNITY PLANNING SECTOR

FIGURE 57
PARKS AND RECREATION RECOMMENDATIONS
SECTOR B3

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	Plan and develop urban park facilities in Baileys Crossroads Community Business Center in conjunction with redevelopment.
DISTRICT PARKS:	This sector lies within the service area of Mason District Park.

B4 GLASGOW COMMUNITY PLANNING SECTOR

CHARACTER

The Glasgow Community Planning Sector is located in the west-central portion of the Baileys Planning District and is bounded by Leesburg Pike (Route 7) on thenortheast, Columbia Pike (Route 244) on the northwest, and Lincolnia Road on the southwest. The City of Alexandria is located to the southeast. The planning sector contains the southern half of the Baileys Crossroads Community Business Center (CBC) in the eastern and northwestern side of the planning sector. Plan recommendations for the CBC are contained in a preceding section of the Baileys Planning District text, following the Overview section.

Adjacent to the CBC are stable residential areas, with both low and medium density residential uses. The low density, single-family subdivisions predominate and are sited primarily in the center of this planning sector. Among the older subdivisions east of the Holmes Run Stream Valley are the Sunset Manor, Dowden Terrace, Springdale, and Lacey Boulevard neighborhoods. The planning sector also includes the Parklawn Elementary School.

The Palisades, Miracle Woods, and Sylvan Hill subdivisions are located west of Lacy Boulevard, adjacent to the stream valley corridor. Interspersed among these neighborhoods are medium density residential uses. These include the Eliza Pickett townhouses, and Sunset Park, Oakland Manor, and Barcroft View apartments.

Much of the Holmes Run Stream Valley has been acquired by the county and is preserved in stream valley parks. Substantial tracts on both sides of Holmes Run have slopes in excess of 15 percent. The county soils map indicates that portions of the planning within a soil-slippage prone area.

Clark House located at Barcroft Mews is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. The exterior of the house has been restored by the Fairfax County Park Authority, and the house is available for community use. Additional historic sites in this planning sector are also included in the inventory. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5.

Baileys Conservation Area

The Baileys Neighborhood Improvement Program and Conservation Plan was adopted in March, 1976 by the Board of Supervisors. The portion of the Baileys Conservation Area in the Glasgow Community Planning Sector is located south of Columbia Pike, east of Lillian Carey Park, and west of the Baileys Crossroads CBC. The goal of the Neighborhood Improvement Program and Conservation Plan is the preservation and improvement of housing and public facilities within the Conservation Area boundaries. A large portion of the older low density residential neighborhoods in the Glasgow Community Planning Sector comprise the Baileys Conservation Area. The area is generally bounded by Columbia Pike on the north, Williams Lane on the east, Holmes Run Stream Valley on the west, and Magnolia Lane on the south. Lacy Boulevard is the main arterial through the community. The Conservation Plan has been amended twice since its adoption.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the areas of the Glasgow Planning Sector outside the Baileys Crossroads Community Business Center develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Glasgow sector, outside of the Baileys Crossroads Community Business Center, is largely developed as stable residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan in Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 58 indicates the geographic location of land use recommendations for this sector.

1. The tract west of Williams Lane and south of the Leesburg Pike/Columbia Pike interchange, comprised of Parcels 61-2((1))107, 108, 109, 110 and 113B, 61-4((1))110, 111A, 112, 114, 115, 61-4((30))17, 19, 21, and 61-4((39))1, 2, 3, 4, 5 and 6 is planned for residential use at 4-5 dwelling units per acre, well-buffered from existing development. In any residential redevelopment proposal, substantial and logical parcel consolidation is encouraged; access oriented to Hoffmans Lane is desirable.

2. The parcels along Courtland Drive south of Columbia Pike are planned for residential use at 3-4 dwelling units per acre, well buffered from adjacent strip commercial activities along Columbia Pike.

3. The area south of Columbia Pike opposite its intersection with Blair Road is planned for residential use at 8-12 dwelling units per acre as shown on the Plan map. As an option, properties along Madison Lane may develop at a residential density of 16-20 dwelling units per acre if the following conditions are met:

   - Coordinated development of enough of the property (75% or more of the land area) to ensure a well designed layout despite any omitted parcels;

   - Residential development of Parcel 61-4((37))1 as an integral part of the overall residential project;

   - Realignment of Madison Lane so that it intersects Columbia Pike directly across from Blair Road. See Figure 63;

   - Reservation of adequate right-of-way to allow the connection of a service drive from the west to the realigned intersection. See Figure 63;

   - Achievement of a high quality of landscaping, design and construction that is compatible with the development to the south;

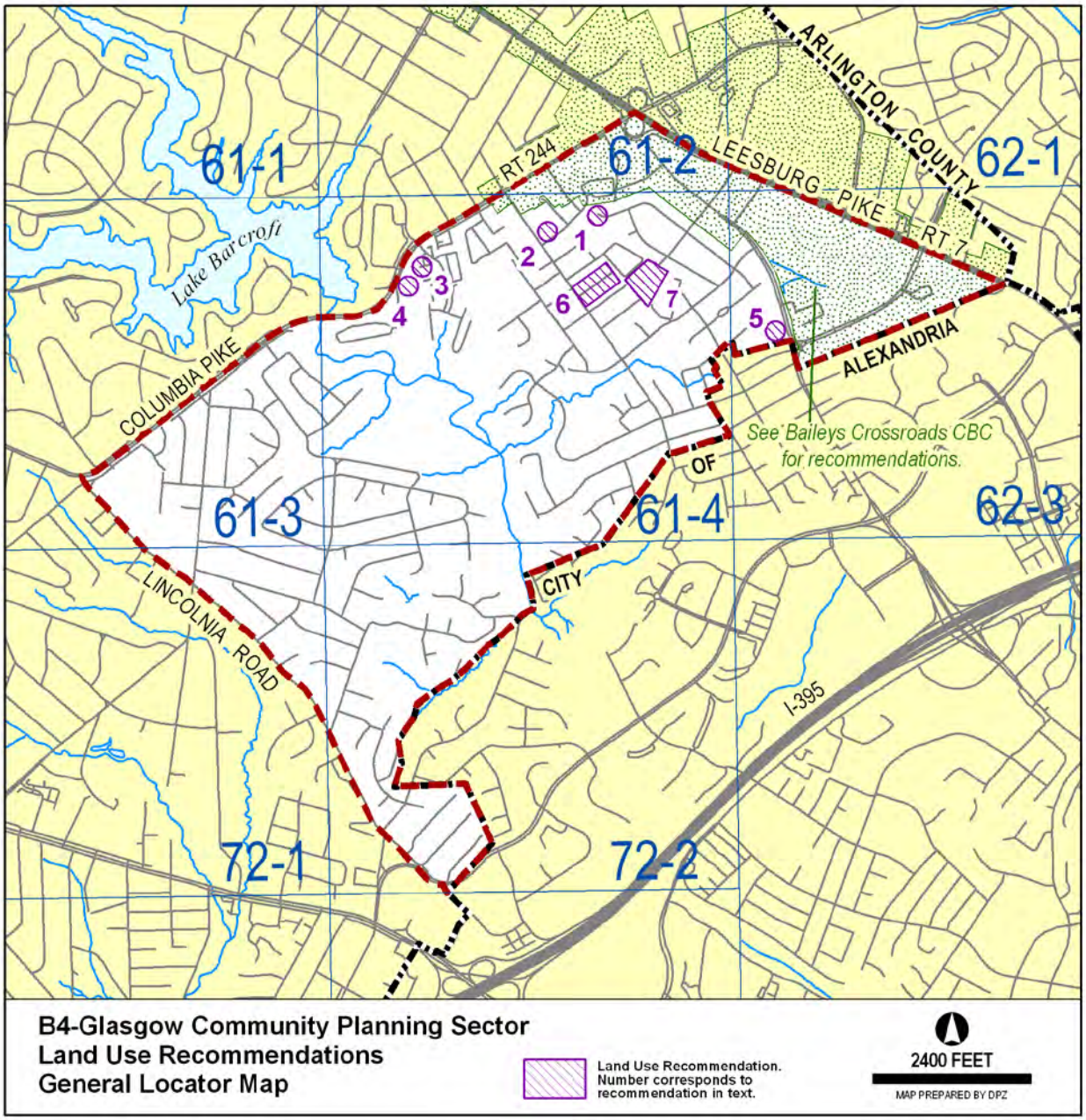

61-1
61-2
62-1
61-3
61-4
62-3
72-1
72-2
RT 244
LEESBURG PIKE
RT 7
ARLINGTON COUNTY
ALEXANDRIA
Lake Barcroft
COLUMBIA PIKE
See Baileys Crossroads CBC for recommendations.
OF
CITY
LINCOLNIA ROAD
I-395
1
2
3
4
5
6
7
B4-Glasgow Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
2400 FEET
MAP PREPARED BY DPZ

FIGURE 58

- Provision of adequate setbacks and buffering to permit sufficient noise attenuation and avoid adverse visual impacts; and

- If omitted parcels are small or awkwardly configured, the appropriate density for these parcels if they are developed with surface parking will normally be the low end of the density range shown on the Plan map (8-12 dwelling units per acre).

4. Parcels 61-4((1))157 and ((4))A, B1, B2, and 5 are planned for residential use at 2-3 dwelling units per acre. The development of Parcel 61-4((1))157 to a nonresidential use, other than a neighborhood service use such as a day care center is inappropriate.

   As an option, with substantial consolidation of the parcels, which consolidation must include Parcel 61-4((1))157, residential use at 16-20 dwelling units per acre, urban in design with inside parking, similar in character to the adjacent PDH-20 development may be appropriate, if access is provided as shown on Figures 62 and 63, and substantial screening and buffering from Columbia Pike are provided. Any development proposal under this option should provide a consolidation that will result in a well designed project which does not preclude any unconsolidated parcels from developing in a similar manner, in conformance with the Plan.

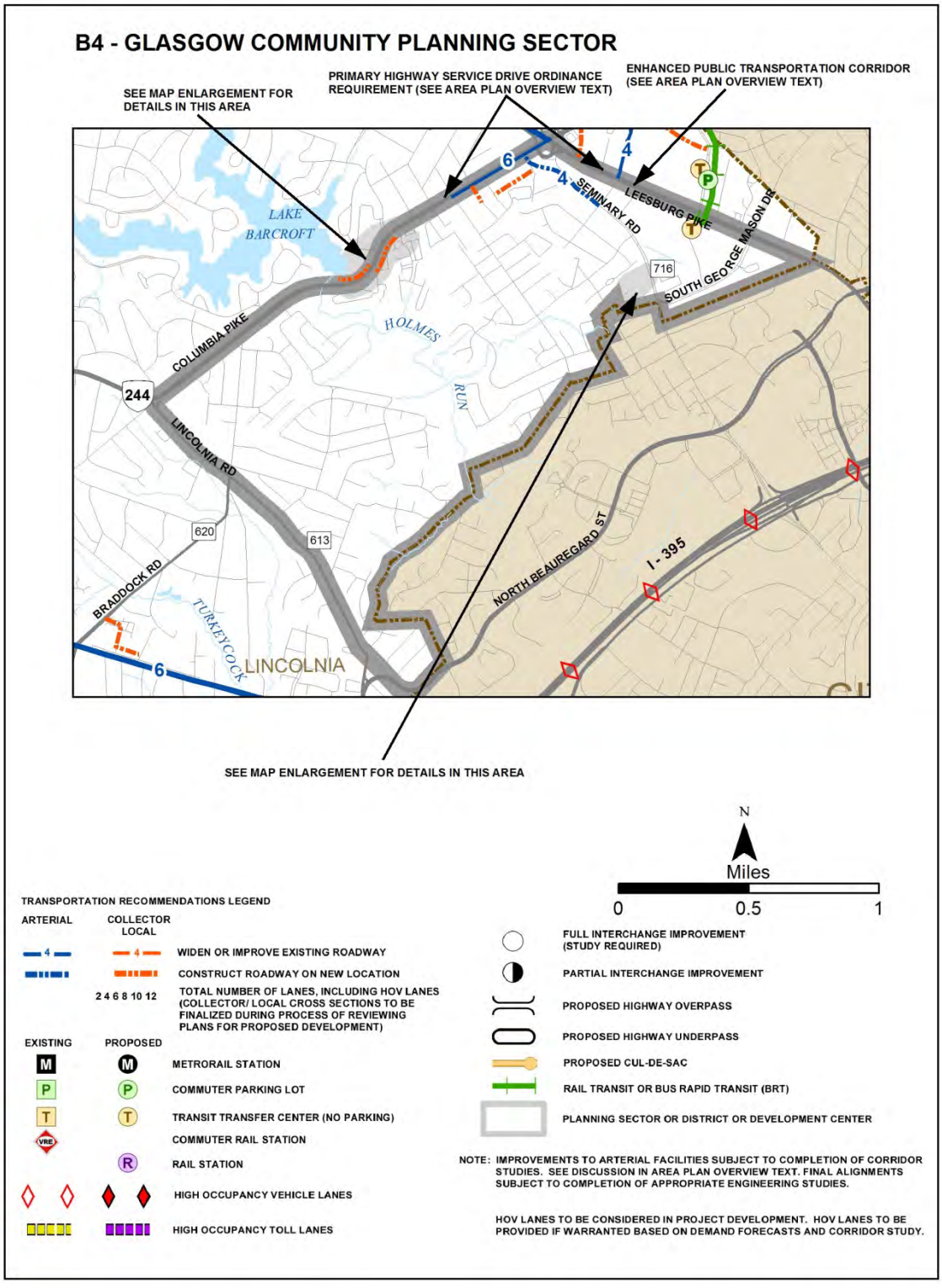
5. Parcels 62-3((1))1, 2A, 2B, 3, 4, 5, 6, 6A, 7 and 7A along the west side of Seminary Road are planned for detached single-family residential use at 3-4 dwelling units per acre. The upper end of the density range should be considered only if coordinated development would result in the provision of vehicular access as shown on Figure 64, and the reverse frontage of residential lots wherever possible.

6. The property on Opah Street, Tax Map 61-4((1))93 and 93A and 61-4((18))11, 12, and 13, is planned for residential use at 2-3 du/ac. As an option for this area, which is approximately 3.7 acres including the Opah Street right of way, single-family detached residential use at 5-6 du/ac may be appropriate with full consolidation, a maximum of 20 dwelling units, provision of a minimum 15 foot landscaped buffer adjacent to the Oakview Garden Apartments on the north and east, and provision of on site recreational amenities. In addition, prior to developing this property, a Phase I archaeological survey should be completed to document any on-site cultural resources.

7. Parcel 61-4((1))118 is planned for public facilities, governmental and institutional use. As an option, two acres located in the southern portion of the parcel, may be appropriate for residential use up to 8-12 dwelling units per acre. To be considered for this option, all units should be affordable dwelling units or workforce housing units or equivalent, access should be from Arnet Street or Poplar Lane, adequate screening and barriers should be included, and low impact development techniques should be used to the extent possible.

Transportation

Transportation recommendations for this sector are found on Figures 59, 60, and 61. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.



TRANSPORTATION RECOMMENDATIONS **FIGURE 59**

Heritage Resources

The more dispersed and older neighborhoods in the Holmes Run Stream Valley are particularly sensitive for heritage resources.

Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

Expand the Baileys Community Center located on Summers Lane by approximately 6,400 square feet and renovate approximately 10,000 square feet of the existing facility to meet future community needs.

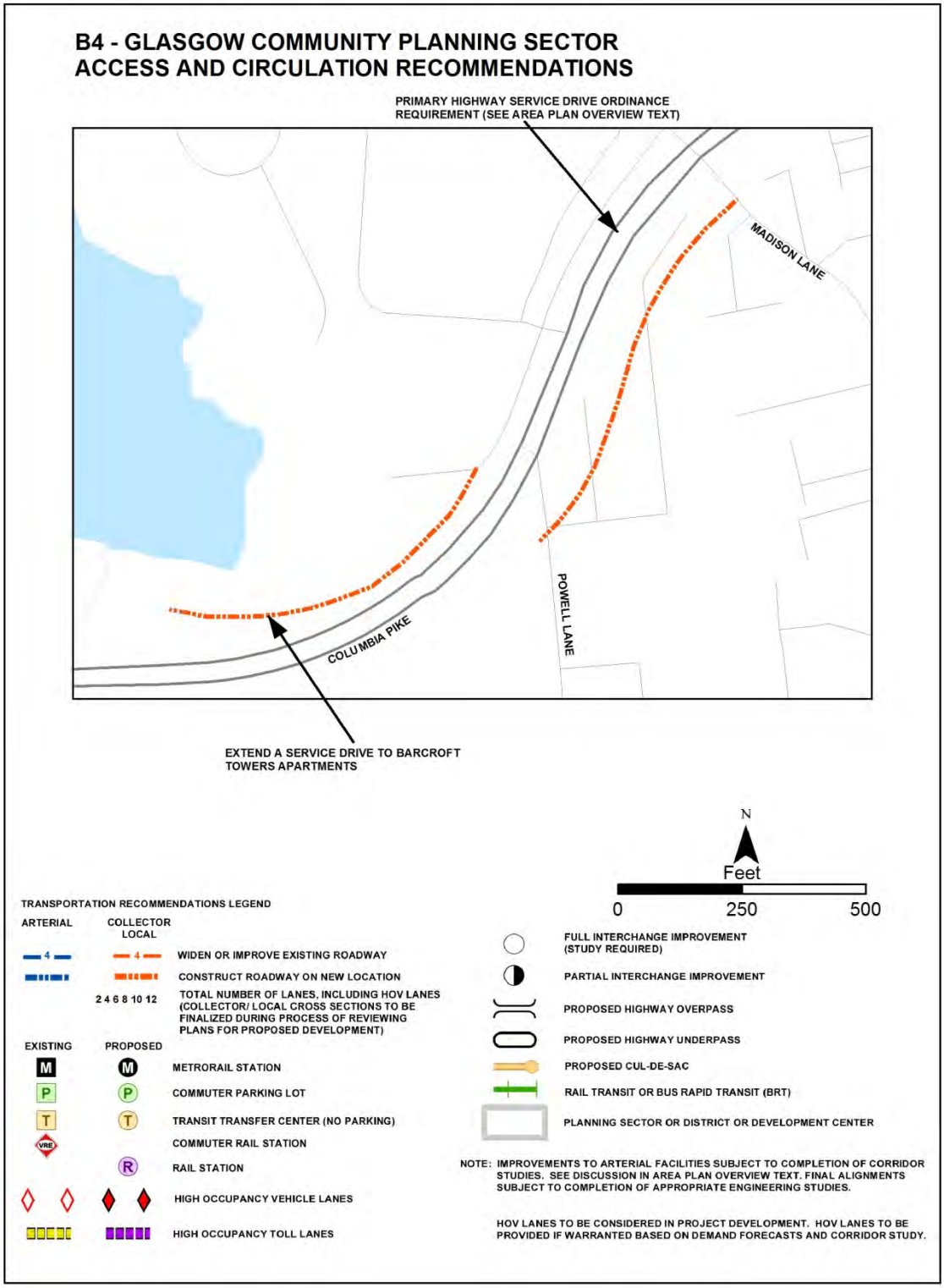
Parks and Recreation

Park and recreation recommendations for this sector are shown on Figure 62. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

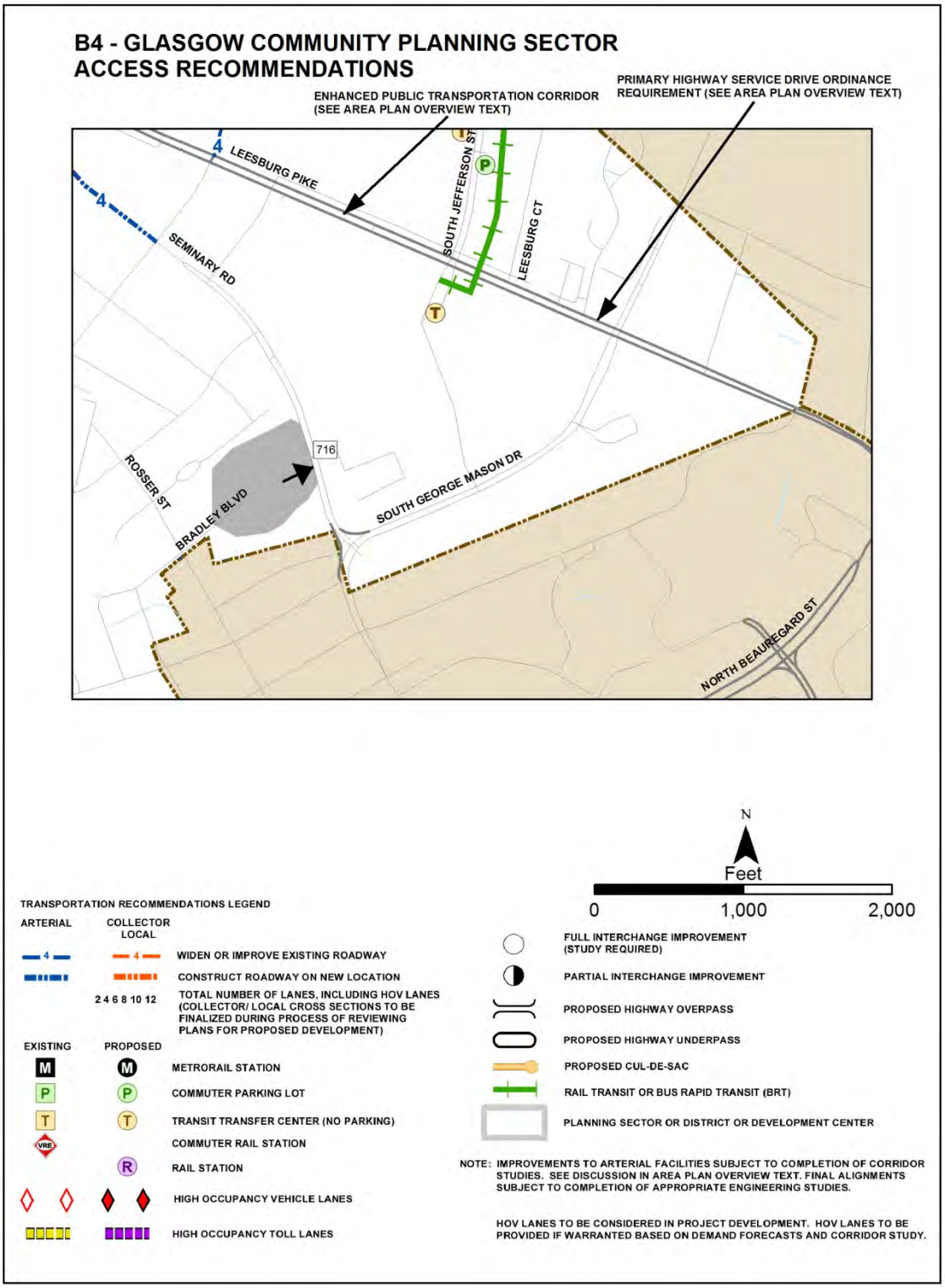
Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.



ACCESS AND CIRCULATION RECOMMENDATIONS **FIGURE 60**
B4, B5 COMMUNITY PLANNING SECTORS



ACCESS RECOMMENDATIONS **FIGURE 61**
B4 GLASGOW COMMUNITY PLANNING SECTOR

FIGURE 62
PARKS AND RECREATION RECOMMENDATIONS
SECTOR B4

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
	Plan and develop urban park facilities in the Baileys Crossroads Community Business Center in conjunction with redevelopment.
Barcroft Mews	Complete the renovation of the Clark House on Barcroft Mews possibly as a private/public partnership.
Glasgow Glen Hill Haywood Glen	Complete development of existing parks in accordance with approved master plans.
COMMUNITY PARKS:	
	Consider acquisition of land for development of an additional athletic field in this sector.
Dowden Terrace	Consider re-master planning and development to maximize park uses in conjunction with adjacent school site.
Lillian Carey	Upgrade existing athletic fields.
Parklawn	
DISTRICT PARKS:	
	This sector lies within the service area of Mason District Park.
COUNTYWIDE PARKS:	
Holmes Run Stream Valley	Ensure protection of the EQC and public access to the stream valley through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with Fairfax County Park Authority stream valley policy. Complete development of countywide stream valley trail.
Summers Cemetery (Heritage Resources Site)	

B5 BARCROFT COMMUNITY PLANNING SECTOR

CHARACTER

The Barcroft Community Planning Sector is located in the western portion of the Baileys Planning District and is bounded by Columbia Pike (Route 244) on the south and southeast, Leesburg Pike (Route 7) on the northeast, and Sleepy Hollow Road on the northwest. The northern and eastern corners of the planning sector comprise part of the commercial strip which is included within the Seven Corners and Baileys Crossroads Community Business Centers (CBC), respectively. Plan recommendations for these areas can be found in the Baileys Crossroads CBC and Seven Corners CBC sections of the Baileys Planning District text, following the Overview section.

The Barcroft Community Planning Sector's dominant features include Lake Barcroft and the surrounding low density, single-family, residential neighborhoods. Several of these subdivisions, Lake Barcroft, Barcroft Hills, and Lake Barcroft Shores, are oriented to the lake and the adjoining recreational areas. The other portions of this residential development are oriented to the Sleepy Hollow area. These include Sleepy Hollow Estates, Buffalo Hills, Walters Woods, Ravenwood, and Ravenwood Park subdivisions. A few medium density residential uses are located along two of the major thoroughfares, Leesburg Pike and Columbia Pike, in proximity to the commercial uses in Seven Corners and Baileys Crossroads CBCs.

The planning sector contains Lake Barcroft's two northern tributaries: Holmes Run and Tripps Run. A large portion of the southern corner of the planning sector contains slopes in excess of 15 percent, and the county soils map indicates that portions of the southeastern edge of the planning sector, along Columbia Pike, lie in a soil-slippage prone region.

Lake Barcroft Dam is a significant heritage resource listed in the Fairfax County Inventory of Historic Sites. A list and map of heritage resources are included in the Baileys Planning District Overview section, Figures 4 and 5.

Baileys Conservation Area

The portion of the Baileys Conservation Area in the Barcroft Community Planning Sector is located on Columbia Pike and lies directly north and south of Marshall Drive. The Baileys Conservation Area was established through a Conservation Plan adopted in March, 1976 by the Board of Supervisors. A primary objective of the Conservation Plan is the provision of financing by the Fairfax County Redevelopment and Housing Authority to facilitate the construction, reconstruction, rehabilitation and/or sale of housing or other improvements constructed or to be constructed within the boundaries of the conservation area.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development recommends that the areas of the Barcroft Planning Sector outside the Seven Corners and Baileys Crossroads Community Business Centers develop as Suburban Neighborhoods.

RECOMMENDATIONS

Land Use

The Barcroft sector, outside of the Seven Corners and Baileys Crossroads Community Business Centers, is largely developed as residential neighborhoods. Infill development in these neighborhoods should be of a compatible use, type and intensity and in accordance with the guidance provided by the Policy Plan in Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

Figure 63 indicates the geographic location of land use recommendations for this sector.

1. The small commercially-zoned tract in the northwest quadrant of Marshall Drive and Columbia Pike is planned for residential use at 2-3 dwelling units per acre.

   As an option, development at a density of 5-8 dwelling units per acre may be appropriate to provide a transition between the Americana Barcroft garden apartments to the north, and the low density single-family residential areas to the west if the following conditions are met:

   - Consolidation of Parcels 61-4((1))160, 160A, 161, 162, 163;
   - Construction of a brick wall and extensive screening and buffering along the north, east, and west perimeters of the site where these adjoin residential uses; and
   - Access is provided as shown on Figure 65.

2. The four parcels located at the southeast corner of Sleepy Hollow Road and Nicholson Street, (Tax Map 51-3((14))1A, 2A, 3A and 4A), are planned for residential use at 2-3 dwelling units per acre. The commercial use at Parcel 1A may continue under special permit, if adequate buffering to the adjacent residential uses is provided.

3. The Culmore Shopping Center south of Leesburg Pike, identified as Parcel 61-2((12)), is planned for physical revitalization. The adjacent apartment complexes, identified as Parcels 61-2((1))121 and 122, ((11)), and ((14)), are also planned for physical revitalization at 16-20 dwelling units per acre.

   Alternatively, redevelopment of the above referenced parcels and perhaps some contiguous residential single-family parcels as a mixed-use, non-high-rise complex may be appropriate. Residential density within ((1)) 121 and 122, ((11)), and ((14)) may vary from 2-3 dwelling units to a range of 30-40 dwelling units per acre and up to 50% expansion of the present commercial area with an FAR not exceeding .50, and for Parcels 61-2((12))2 and 3, which are within the Baileys Crossroads CBC, up to .70 FAR may be considered if the resulting development is compatible with sound planning principles and the surrounding area, and if the following conditions are satisfied. If revitalization is pursued, conditions C and D will apply.

   a. Logical consolidation of parcels, including Parcels 61-2((12))2 and 3, is achieved.

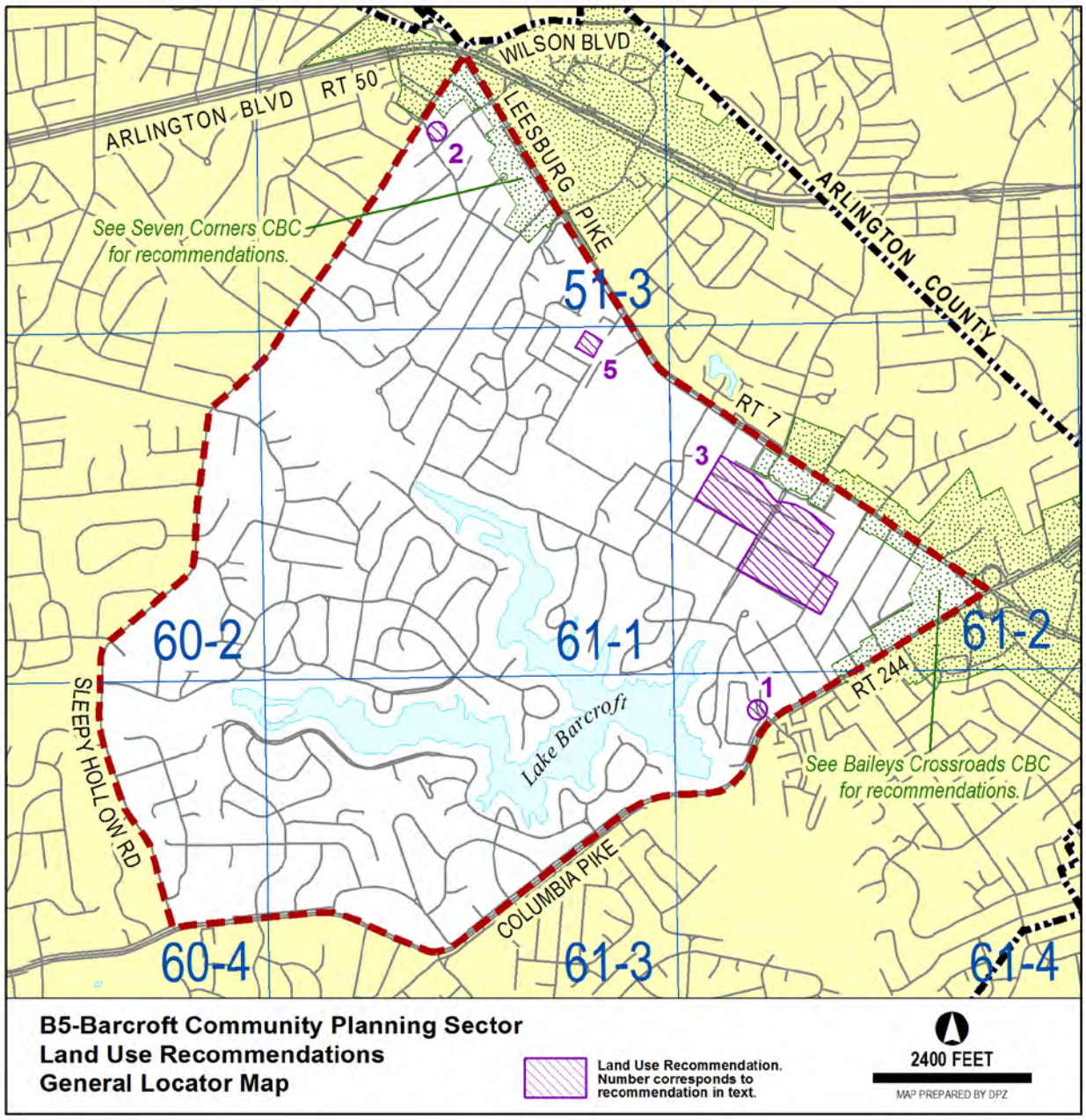

WILSON BLVD
ARLINGTON BLVD
RT 50
LEESBURG PIKE
ARLINGTON COUNTY
See Seven Corners CBC for recommendations.
51-3
RT 7
60-2
61-1
61-2
SLEEPY HOLLOW RD
Lake Barcroft
RT 244
See Baileys Crossroads CBC for recommendations.
COLUMBIA PIKE
60-4
61-3
61-4
B5-Barcroft Community Planning Sector
Land Use Recommendations
General Locator Map
Land Use Recommendation. Number corresponds to recommendation in text.
2400 FEET
MAP PREPARED BY DPZ

FIGURE 63

b. Graduated transition of intensity and use, from the more-intense development along Leesburg Pike to the existing single-family development on the east, south and west boundaries.

c. The number of affordable housing units (as defined in the Policy Plan) resulting from any physical change in the area must be no less than the number of units as of March, 1991, and priority for occupancy should be given to current residents, utilizing rent and owner discounts to assure affordability.

d. As recommended by the Fairfax County Voluntary Relocation Guidelines, as may be adopted by the Fairfax County Board of Supervisors, all work should be planned according to a Relocation Assistance Plan so as to minimize displacement of the tenants. The Plan should be prepared by the developer and submitted to the Fairfax County Department of Housing and Community Development, as specified in the guidelines, prior to the submission of applications for rezoning, site plans or building permits to the Fairfax County Department of Public Works and Environmental Services. Guiding principles should include limited involuntary displacement, using vacancies by attrition, where possible, and temporary housing; relocation and assistance costs to be borne by the landowners.

e. Any impact on public facilities (particularly schools), services and transportation, necessitated by any increased intensity, must be addressed with provisions for mitigation before work begins.

f. Transitional screening (as defined by the county Zoning Ordinance), providing the highest level of visual protection to adjacent residences, should be utilized between more intense and less intense uses and should include both appropriate landscaping and a solid wall.

4. The Chateaux Condominiums, Parcels 51-3((1))26 and 26A, are planned for residential use at of 24 units on Parcel 26. The units on Parcel 26 should be townhouses. These parcels serve 16-20 dwelling units per acre, with a maximum of 108 units on Parcel 26A and a maximum as a transition from the CBC to the surrounding neighborhoods.

5. Parcel 61-1((1))7 is planned for residential use at 2-3 du/ac. As an option, single-family detached units may be appropriate at a density of 3-4 du/ac. The traffic impact associated with this option does not require the through connection of Peace Valley Lane. The following are conditions for this option:

- Clearing and grading at the site periphery is minimized to preserve trees, subject to the approval by the Urban Forester; supplemental plantings should be provided and houses should be placed a minimum of 35’ from the rear property line to maximize the existing quality vegetation and preserve mature trees;

- Vehicular access to Leesburg Pike is preferred;

- A trail for pedestrians and bicyclists is provided to connect existing segments of Peace Valley Lane. The trail should be designed and constructed in a manner which maximizes existing quality trees and vegetation; and
- A Phase I archaeological survey is conducted to document any on-site cultural resources before development occurs.

Transportation

Transportation recommendations for this sector are found on Figures 64, 65 and 66. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

Evidence of camps housing the troops at Civil War Fort Buffalo has been found in this sector, and in the adjoining Seven Corners CBC. The few remaining open areas may contain significant heritage resources relating to the Civil War. Any development or ground disturbance in this sector, both on private and public land, should be preceded by heritage resource studies, and alternatives should be explored for the avoidance, preservation or recovery of significant heritage resources that are found. In those areas where significant heritage resources have been recorded, an effort should be made to preserve them. If preservation is not feasible, then, in accordance with countywide objectives and policies as cited in the Heritage Resources section of the Policy Plan, the threatened resource should be thoroughly recorded and in the case of archaeological resources, the artifacts recovered.

Public Facilities

The Woodrow Wilson Community Library is in need of infrastructure revitalization. Expand the Sleepy Hollow Elementary School by eight classrooms.

Parks and Recreation

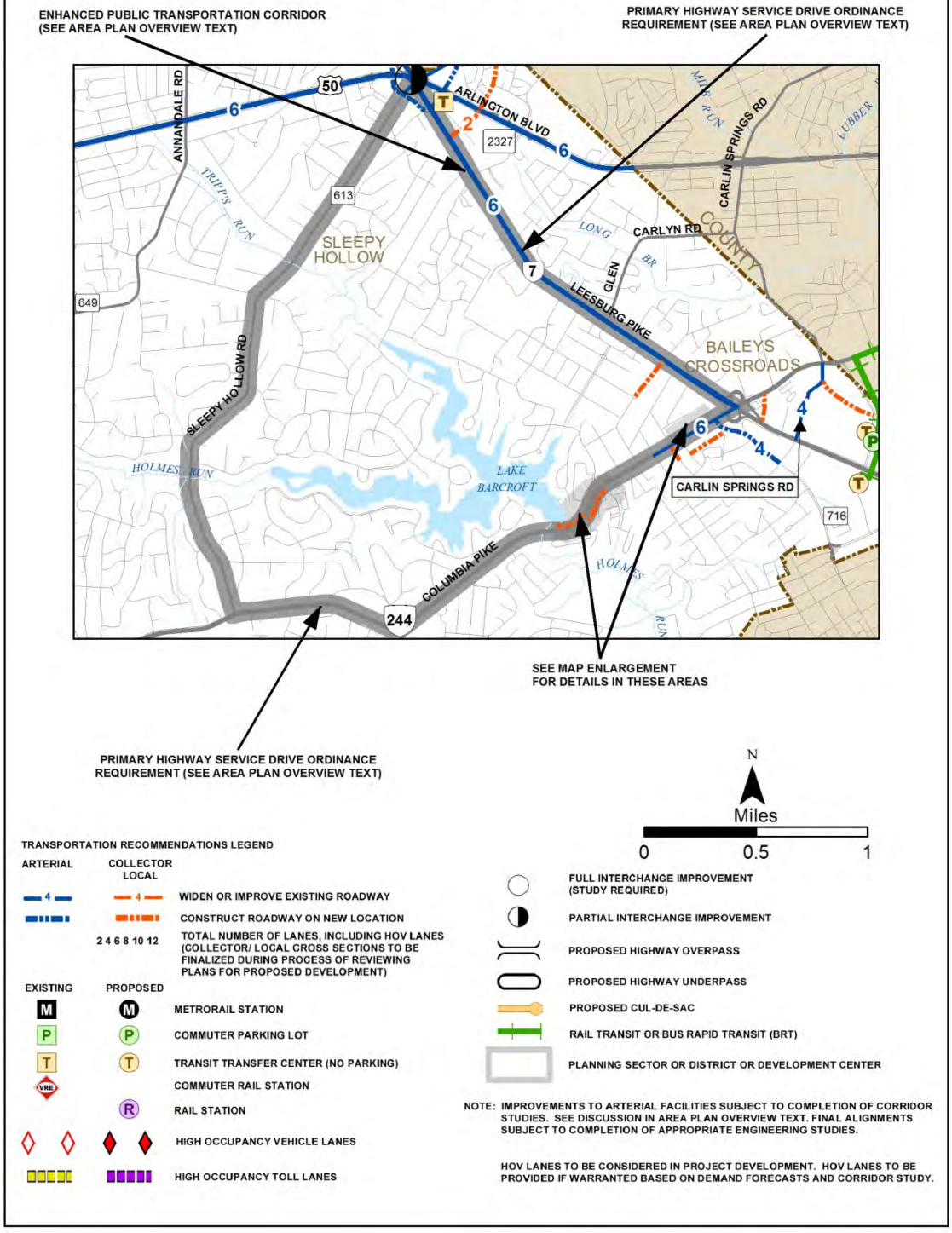
Park and recreation recommendations for this sector are shown on Figure 67. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

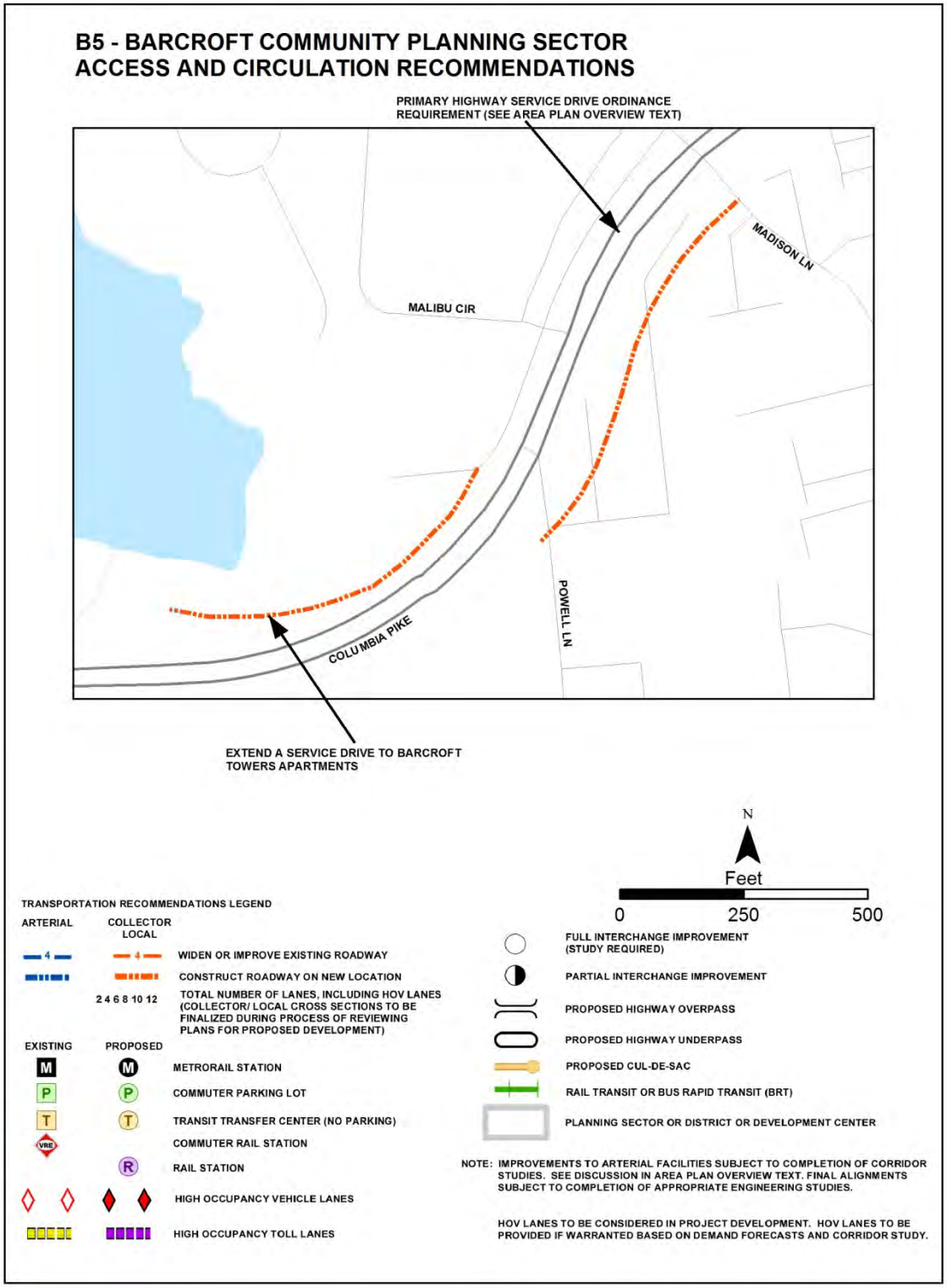
Trails and Bicycle Facilities

Trails planned for this sector are delineated on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available from the Department of Transportation. Trails in this sector are an integral part of the overall county system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the county at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

Bicycle Facilities for this sector are delineated on the 1":4000' Countywide Bicycle Network Map which is referenced as Figure 3 in the Transportation element of the Policy Plan and is available from the Department of Transportation.

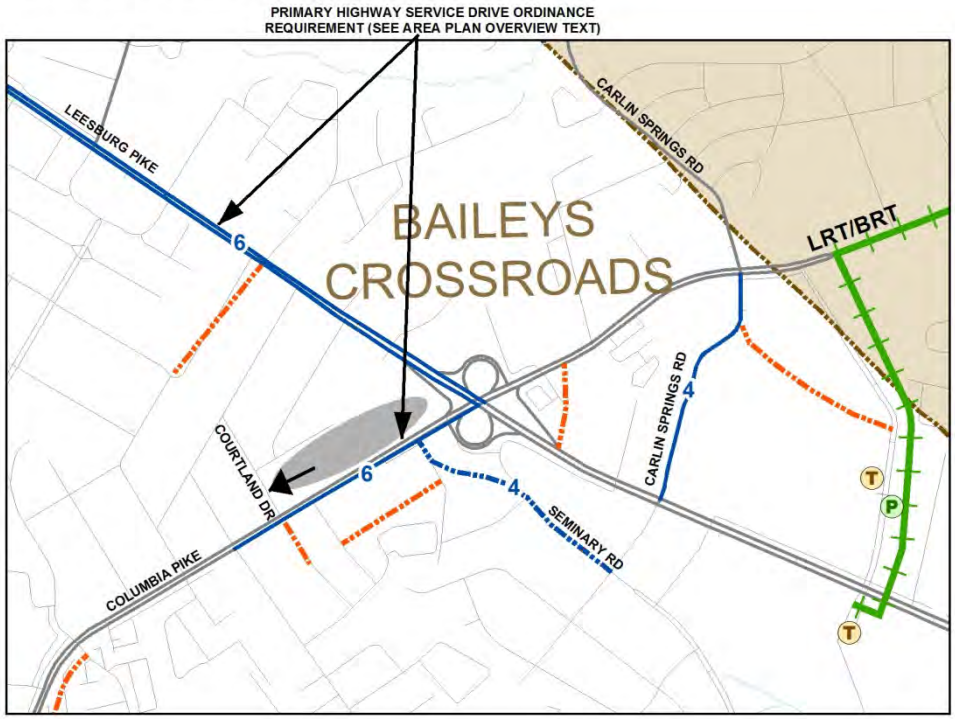
B5 - BARCROFT COMMUNITY PLANNING SECTOR





ACCESS AND CIRCULATION RECOMMENDATIONS **FIGURE 65**
B4, B5 COMMUNITY PLANNING SECTORS

B5 - BARCROFT COMMUNITY PLANNING SECTOR
ACCESS RECOMMENDATIONS



TRANSPORTATION RECOMMENDATIONS LEGEND

ARTERIAL / COLLECTOR LOCAL

- WIDEN OR IMPROVE EXISTING ROADWAY
- CONSTRUCT ROADWAY ON NEW LOCATION
- 2 4 6 8 10 12 — TOTAL NUMBER OF LANES, INCLUDING HOV LANES (COLLECTOR/ LOCAL CROSS SECTIONS TO BE FINALIZED DURING PROCESS OF REVIEWING PLANS FOR PROPOSED DEVELOPMENT)

EXISTING / PROPOSED

- METRORAIL STATION
- COMMUTER PARKING LOT
- TRANSIT TRANSFER CENTER (NO PARKING)
- COMMUTER RAIL STATION
- RAIL STATION
- HIGH OCCUPANCY VEHICLE LANES
- HIGH OCCUPANCY TOLL LANES

N

Miles

0 0.25 0.5

- FULL INTERCHANGE IMPROVEMENT (STUDY REQUIRED)
- PARTIAL INTERCHANGE IMPROVEMENT
- PROPOSED HIGHWAY OVERPASS
- PROPOSED HIGHWAY UNDERPASS
- PROPOSED CUL-DE-SAC
- RAIL TRANSIT OR BUS RAPID TRANSIT (BRT)
- PLANNING SECTOR OR DISTRICT OR DEVELOPMENT CENTER

NOTE: IMPROVEMENTS TO ARTERIAL FACILITIES SUBJECT TO COMPLETION OF CORRIDOR STUDIES. SEE DISCUSSION IN AREA PLAN OVERVIEW TEXT. FINAL ALIGNMENTS SUBJECT TO COMPLETION OF APPROPRIATE ENGINEERING STUDIES.

HOV LANES TO BE CONSIDERED IN PROJECT DEVELOPMENT. HOV LANES TO BE PROVIDED IF WARRANTED BASED ON DEMAND FORECASTS AND CORRIDOR STUDY.

ACCESS RECOMMENDATIONS **FIGURE 66**
B5 BARCROFT COMMUNITY PLANNING SECTOR

FIGURE 67
PARKS AND RECREATION RECOMMENDATIONS
SECTOR B5

PARK CLASSIFICATION	RECOMMENDATIONS
NEIGHBORHOOD PARKS:	
Baileys Belvedere	
COMMUNITY PARKS:	
J.E.B. Stuart	Consider revising master plan to improve public access. Identify and acquire land in the Culmore area for development of playing fields and support activities.
DISTRICT PARKS:	This sector lies within the service area of Mason District Park.
COUNTYWIDE PARKS:	
Holmes Run Stream Valley	Ensure protection of the EQC and public access to Holmes Run Stream Valley through acquisition and/or donation of conservation/trail easements on privately owned land in accordance with Fairfax County Park Authority stream valley policy. Complete development of countywide stream valley trail.
Tripps Run Stream Valley	Tripps Run EQC should be protected in private open space.